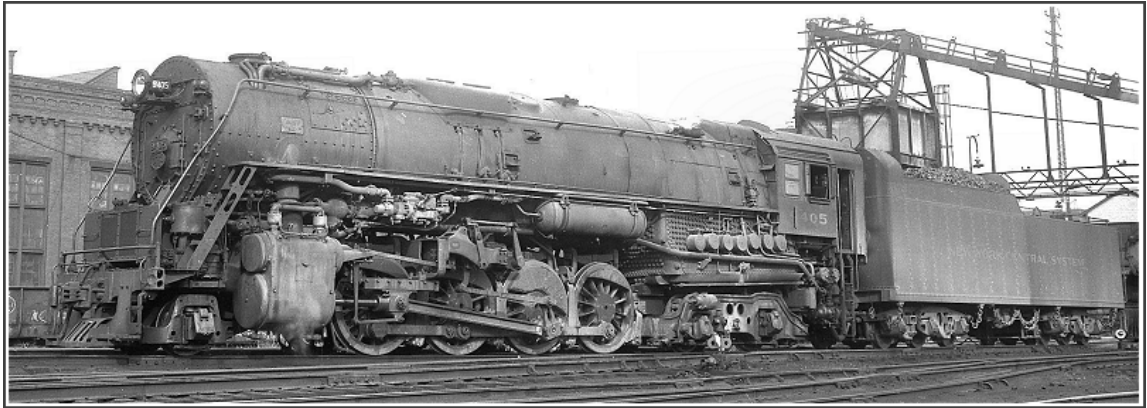


New York Central System

Locomotive Roster, 1940

The May through August 1940 issues of *Railroad Magazine* contained installments of the New York Central System locomotive roster, listing all locomotives alphabetically by class. (Early diesel locomotives, called “oil electric” in the roster, were classed DE or DEs.) The roster was checked by Paul Kiefer, the NYC’s Chief Engineer of Motive Power. He was unable to check the third installment before publication, but corrections to it are listed at the end of the fourth installment and have been applied to the digital version presented here.

This roster was published before construction of the L3 and L4 Mohawks (4-8-2), the S1 and S2 Niagaras (4-8-4) and the Pittsburgh & Lake Erie U3L 0-8-0 switchers and A2 Berkshires (2-8-4). In the interest of completeness, these classes are presented below as they would have appeared in such a roster. The *Railroad Magazine* 1940 NYC roster itself begins on the next page, with the permission and courtesy of *Railfan & Railroad Magazine* / Carstens Publications.

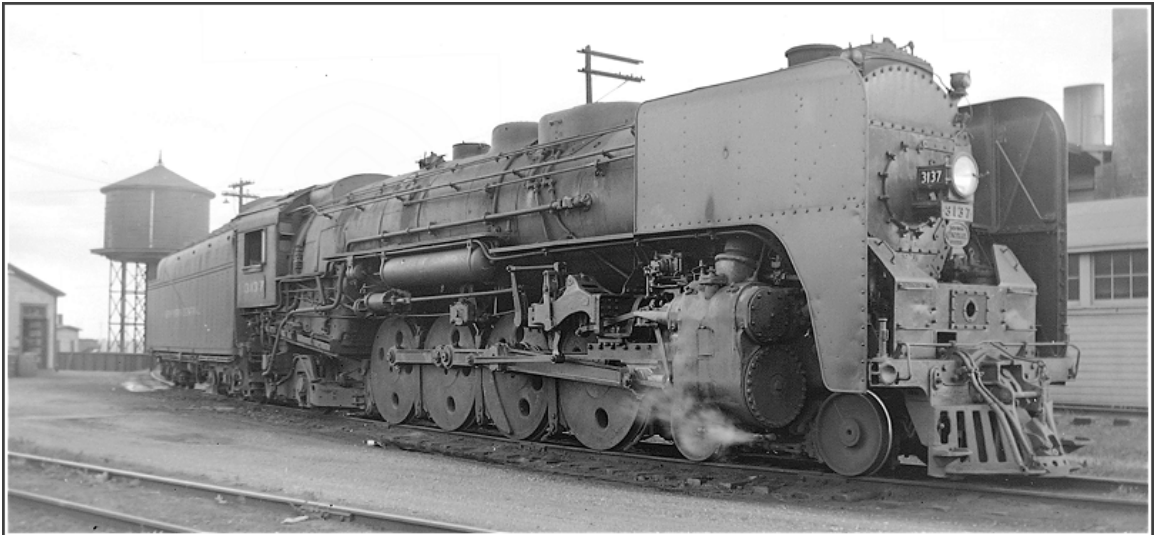


D. V. Leonard Collection, Binghamton, N.Y.

The Pittsburgh & Lake Erie A2 Berkshires Were the Last Steam Locomotives Built by Alco for Service in the U.S. As Delivered, They Were Painted a Deep Green.

Berkshire (2-8-4) Type

	Road	Numbers	Cylinders	Drivers	Pressure	Trac. Force	Weight Engine	Builder	Date
A2a	P&LE	9400-9406	26x32	63	230	67,128	426,000	Alco	1948

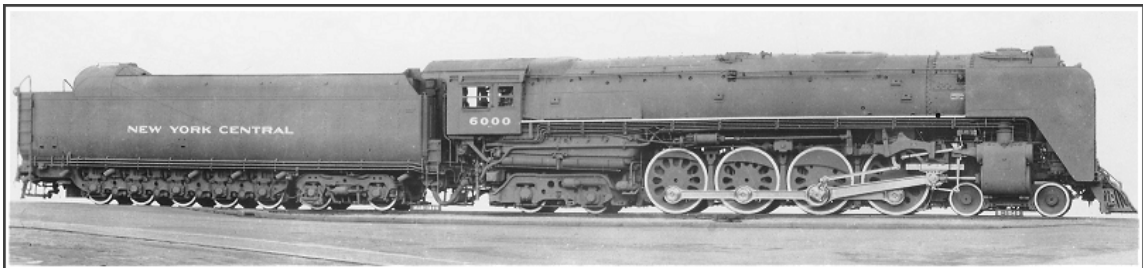


R. C. Leonard, Hamilton, Ill.

No. 3137, Posing at Mackinaw City, Michigan, Represents the L4b Class Delivered in 1944, the Central’s Final Order for the Mohawk Type. The “Elephant Ear” Smoke Deflectors Were Added in a Later Shopping.

Mohawk (4-8-2) Type

L3a	NYC	3000-3024	25½x30	69	250	60,070	398,000	Alco	1940
L3b	NYC	3024-3049	25½x30	69	250	60,070	398,000	Alco & Lima	1940-41
L3c	NYC	3050-3064	25½x30	69	250	60,700	398,000	Alco	1942
L4a	NYC	3100-3124	26x30	72	250	59,850	401,100	Lima	1942-43
L4b	NYC	3125-3149	26x30	72	250	59,850	401,100	Lima	1943-44



American Locomotive Co.

Niagara No. 6000, the Lone Member of the S1a Class, was Built with 75-Inch Drivers Because of Wartime Restrictions on New Passenger Power. She Was Later Converted to 79-Inch Drivers Like Those of the S1b Class.

Niagara (4-8-4) Type

S1a	NYC	6000	25½x32	79	275	61,570	471,000	Alco	1945
S1b	NYC	6001-6025	25½x32	79	275	61,570	471,000	Alco	1945-46
S2a	NYC	5500*	25½x32	79	275	61,570	471,000	Alco	1946

*Equipped with Caprotti poppet valves.

Eight-Wheeled Switcher (0-8-0) Type

U3L	P&LE	8050-8074	25x28	52	190	54,350	232,500	Alco	1944
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Locomotives of the New York Central System

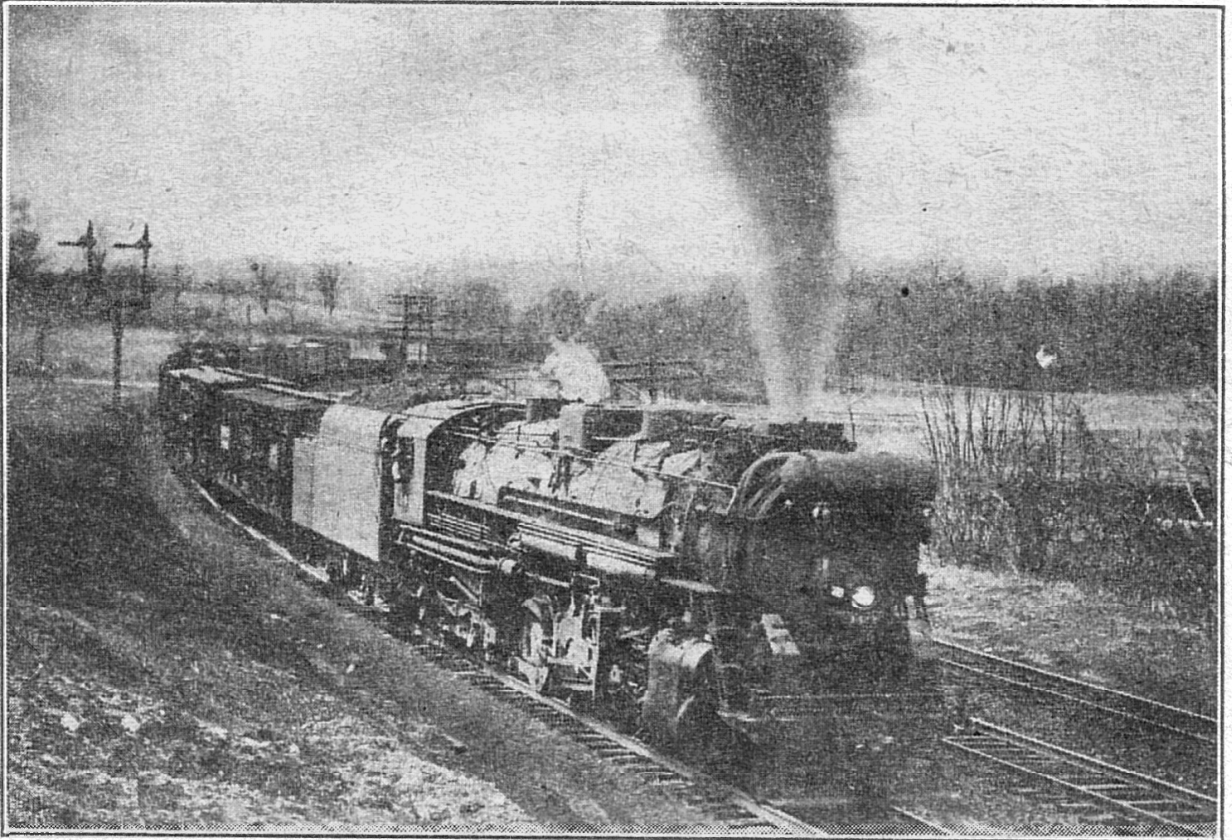


Photo by Railroad Photographs, 47 Royal St., Allston, Mass.

Iron and Automobile Products Are the Mainstays of the System's Tremendous Freight Traffic. Here Is Number 1423, One of the Boston & Albany's Lima-Built Berkshires, Canting to Englishman's Curve, Eastbound with 3,000 Tons



OPERATING over 11,000 miles of main line track, the New York Central ranks second among the Eastern trunk lines, from the standpoint of revenues. The present Company was incorporated in 1914, as a consolidation of the New York Central & Hudson River, the Lake Shore & Michigan Southern, and a group of smaller roads, too numerous to mention here.

Effective Feb. 1st, 1930, the New York Central leased the lines and properties of the Michigan Central and the Cleveland, Cincinnati & St. Louis (Big Four) for a period of 99 years.

In addition to its directly operated, controlled and leased lines, the Central controls, through stock ownership, the Pittsburgh & Lake Erie and the Chicago River & Indiana (which in turn leases the Chicago Junction Ry). The System likewise has a 60 percent interest in the Toronto, Hamilton and Buffalo, and shares joint ownership of a number of small roads, including the Cleveland Union Terminals Co. Through the NYC&HR, it came into possession of a long-term lease on the Boston & Albany, dated from July 1st, 1900. Boast of the line is its four-track "water level route" between the Nation's two greatest population centers.

Our roster lists the locomotives of the B&A; the CR&I (includes the Chicago Junction); the Cleveland, Cincinnati, Chicago & St. Louis Ry; the Cleveland Union Terminals Co.; the Indiana Harbor Belt RR; the Michigan Central RR (includes the Chicago, Kalamazoo & Saganaw); the New York Central RR Co.; the Peoria & Eastern Ry; and the Pittsburgh & Lake Erie RR (includes the Lake Erie & Eastern).

Berkshire (2-8-4) Type

Class	Road	Numbers	Cylinders	Drivers	Pressure	Trac. Force	Weight Engine	Builder	Date
Ala	B&A	1400-1424	28x30	63	240	69,400*	389,000	Lima	1926
Alb	B&A	1425-1444	28x30	63	240	69,400*	390,500	Lima	1926, 27
Alc	B&A	1445-1454	28x30	63	240	69,400*	396,100	Lima	1930

* Plus 12,000 pounds booster tractive force.

6-Wheeled Switcher (0-6-0) Type

Class	Road	Numbers	Cylinder	Drivers	Pressure	Trac. Force	Weight Engine	Builder	Date
B10a	IHB	37	21x28	58	180	32,570	158,000	Alco	1905
B10f	NYC	6852, 6857	21x28	58	180	32,570	163,000	Alco	1907
B10g	NYC	6804-6808	21x28	58	180	32,570	163,000	Alco	1907
B10i	NYC	6768	21x28	58	180	32,570	163,000	Alco	1907
B10j	NYC	6763, 6764	21x28	58	180	32,570	163,000	Alco	1907
B10k	NYC	6769, 6770	21x28	58	180	32,570	163,000	Alco	1907, 08
B10l	NYC	6600, 6620	21x28	58	180	32,570	168,000	Alco	1908
B10n	NYC	6861-6870 (5) 6991	21x28	58	180	32,570	168,000	Alco	1909
B10o	B&A	133-135	21x28	58	180	32,570	168,000	Alco	1910
	NYC	6622-6638 (11)							
B10p	IHB	40-42	21x28	58	180	32,570	168,000	Alco	1910
B10q	NYC	6772, 6773 6809, 6812	21x28	58	180	32,570	164,000	Alco	1910
B10r	NYC	6873-6877	21x28	58	180	32,570	168,000	Alco	1910
B10s	B&A	136-143	21x28	58	180	32,570	171,000	Alco	1912
B10t	NYC	6774 6813-6821	21x28	58	180	32,570	163,000	Alco	1912
B10u	NYC	6640-6659	21x28	58	180	32,570	171,000	Alco	1911
B10v	NYC	6660-6709	21x28	58	180	32,570	171,000	Alco	1912
B10w	NYC	6878-6897	21x28	58	180	32,570	171,000	Alco	1912
B10x	NYC	6992-6995	21x28	58	180	32,570	168,000	Alco	1910
B10y	NYC	6800	21x28	58	180	32,570	158,000	Alco	1905
B10z	NYC	6771 6801-6803	21x28	58	180	32,570	158,000	Alco	1906
B11a	NYC	6898-6909	21x28	58	180	32,570	171,000	Alco	1912
B11b	NYC	6997-6999	21x28	58	180	32,570	171,000	Alco	1913
B11c	NYC	6910-6919	21x28	58	180	32,570	171,000	Lima	1913
B11d	NYC	6775, 6776 6822-6826	21x28	58	180	32,570	163,000	Lima	1913
B11e	NYC	6920-6934	21x28	58	180	32,570	171,000	Alco	1913
B11g	NYC	6935-6944	21x28	58	180	32,570	171,000	Baldwin	1913
B11h	P&E	50-52	21x28	58	180	32,570	171,000	Baldwin	1913
	NYC	6827-6832 (5)							
B11j	IHB	43-50	21x28	58	180	32,570	171,000	Baldwin	1913
B11k	NYC	6711-6729	21x28	58	180	32,570	171,000	Alco	1913, 14
B11l	B&A	144-147	21x28	58	180	32,570	171,000	Alco	1913
B11n	NYC	6777 6835-6842 (8)	21x28	58	180	32,570	171,000	Alco	1915
B11o	B&A	148-152	21x28	58	180	32,570	173,000	Alco	1916
B11p	NYC	6778 6780-6795 (16)	21x28	58	180	32,570	173,000	Lima	1918
B56a	NYC	7001	20x26	52	180	30,600	147,000	Alco	1903
B56b	NYC	7002	20x26	52	180	30,600	147,000	Alco	1904
B56c	NYC	7003, 7004 7006	20x26	52	180	30,600	147,000	Alco	1905, 06
B56d	NYC	7007-7012	20x26	52	180	30,600	147,000	Alco	1906
B56f	NYC	7053-7061	20x26	52	180	30,600	158,000	Alco	1910
B56g	NYC	7063-7087	20x26	52	180	30,600	158,000 161,500	Alco	1911
B61	IHB, CJ, CR&I	180-184	20x26	52	180	30,600	148,000	Alco	1913
B61a	IHB, CJ, CR&I	187, 189	20x26	52	180	30,600	148,000 149,500	Alco	1914

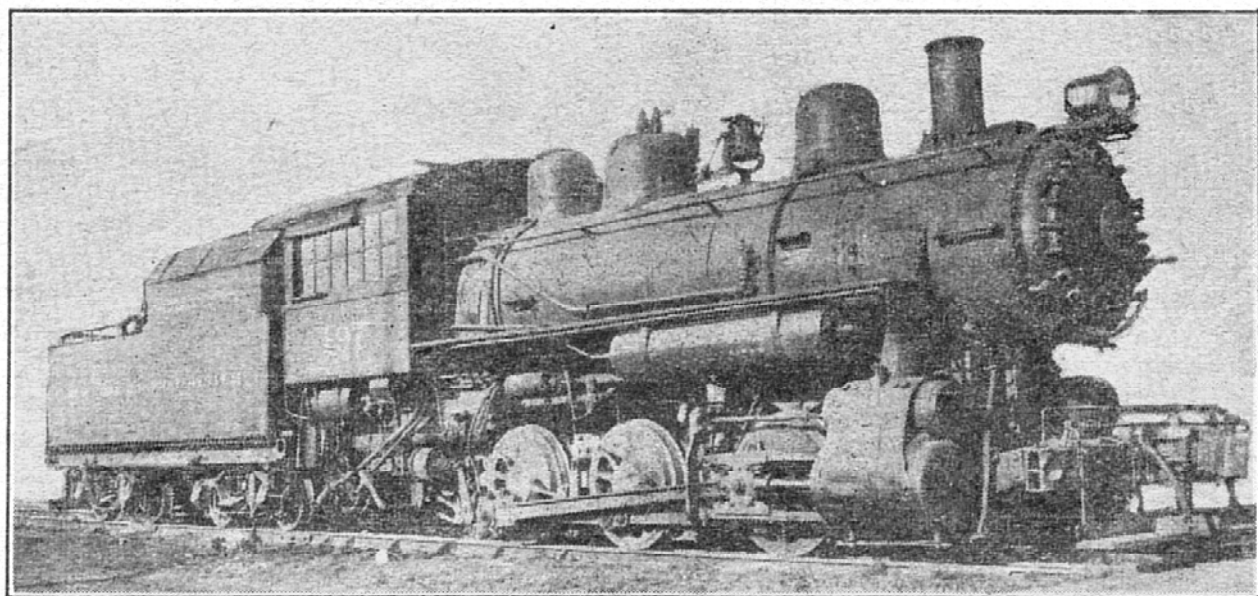
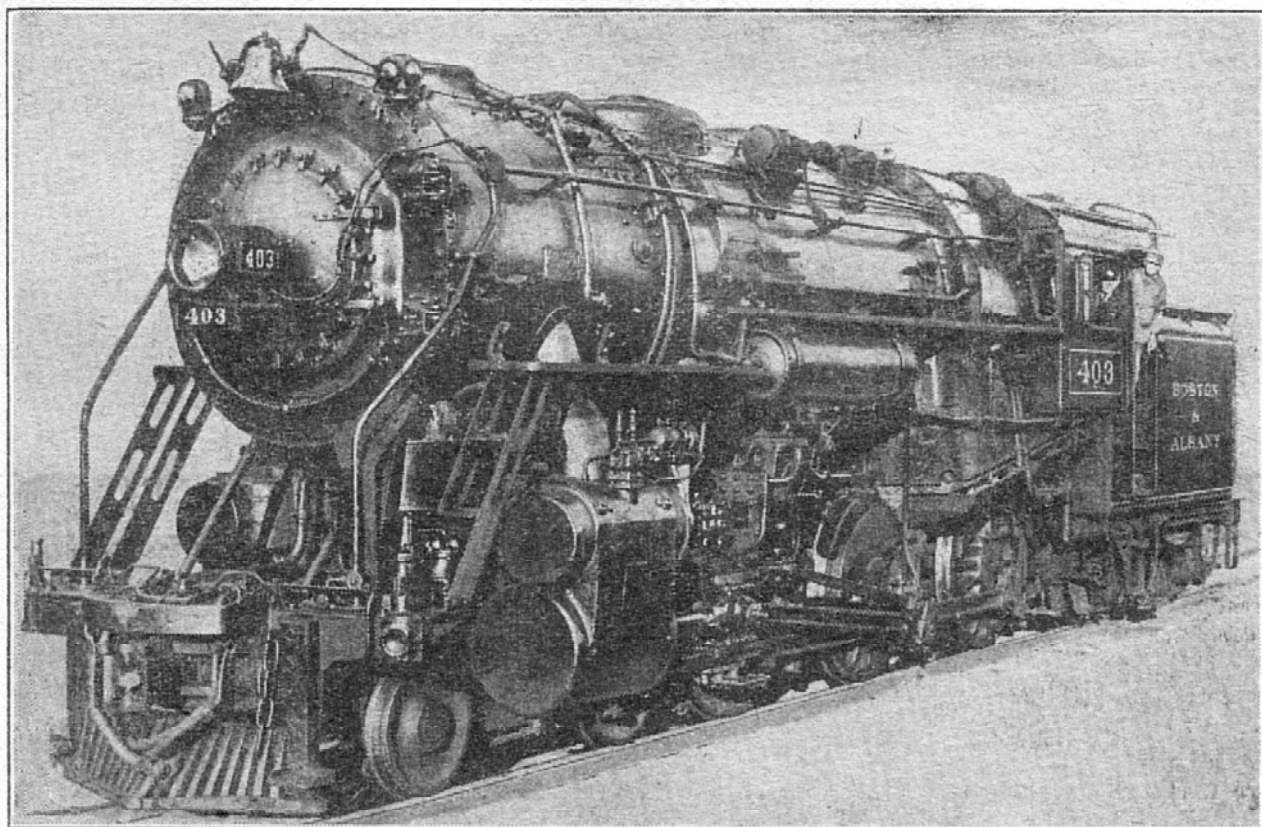


Photo by James J. Bucklet, 2617 77th St., Elmwood Park, Ill.
Number 197, a 6-Wheeled Switcher, Bears the Names of Three Roads (the New York Central, the Chicago Junction Railway and the CR&I) on Her Abbreviated Tank



America's Largest Tank Locomotives Were Built for the Boston & Albany 12 Years Ago. Designed for Double-Ended Operation and Incorporating High Tractive Effort, a Short Overall Wheelbase and the Use of Clasp Brakes on Tank Wheels, They Are Well Qualified to Handle Suburban Runs

6-Wheeled Switcher (0-6-0) Type—Continued

	Road	Numbers	Cylinders	Drivers	Pressure	Trac. Force	Weight Engine	Builder	Date
B61b	IHB, CJ, CR&I	109 190-192	20x26	52	180	30,600	148,000	Alco	1916
B61c	IHB, CJ, CR&I	110 193-202	20x26	52	180	30,600	149,500	Alco	1916
B62	IHB, CJ, CR&I	221-234	21x28	52	190	38,350	163,500	Alco	1918
B98a	NYC	6952, 6953	20x26	51	180	31,200	130,000	Alco	1905
R104	P&LE	9036-9070 (16) 9123-9191 (22)	20x26	51	200	34,670	153,000	Alco & McKR Shop	1907, 09, 11, 12, 13, 16

American (4-4-0) Type

C97b	NYC	4306, 4307	18x26	67	180	19,240	135,200	Alco	1905
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Double-Ender (4-6-6) Type

D1a	B&A	400-404	23½x26	64	215	41,000	242,000	Alco	1928
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Oil Electric (2-D-2) Type

DEf	NYC	510	14¾x16 (6)	44		43,750	303,000	Alco	1928
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Oil Battery Electric (B-B) Type

DEs-a		505	6x8 (4)	33		23,250	93,000	GE	1923
DEs-2		525	10x12 (6)	44		62,675	250,700	Alco, GE, IR	1928
DEs-3		526-566	10x12 (6)	44		63,100	252,400	Alco, GE, IR	1930

Oil Electric (BB) Type

DEs-4	(Not listed by Road)	567-573	8x10 (8)	40		50,500	202,000	EM	1936
DEs-5		574-579	8½x10 (6)	40		50,000	206,500	EM	1939
DEs-6a		600-603	8½x10 (6)	40		50,000	223,500	EM	1939
DEs-6b		604-616	8½x10 (6)	40		50,000	222,500	EM	1939
DEs-7a		674-679	12½x13 (6)	40		54,000	216,900	Alco	1938, 39
DEs-7b		680-684	12½x13 (6)	40		54,000	218,100	Alco	1939

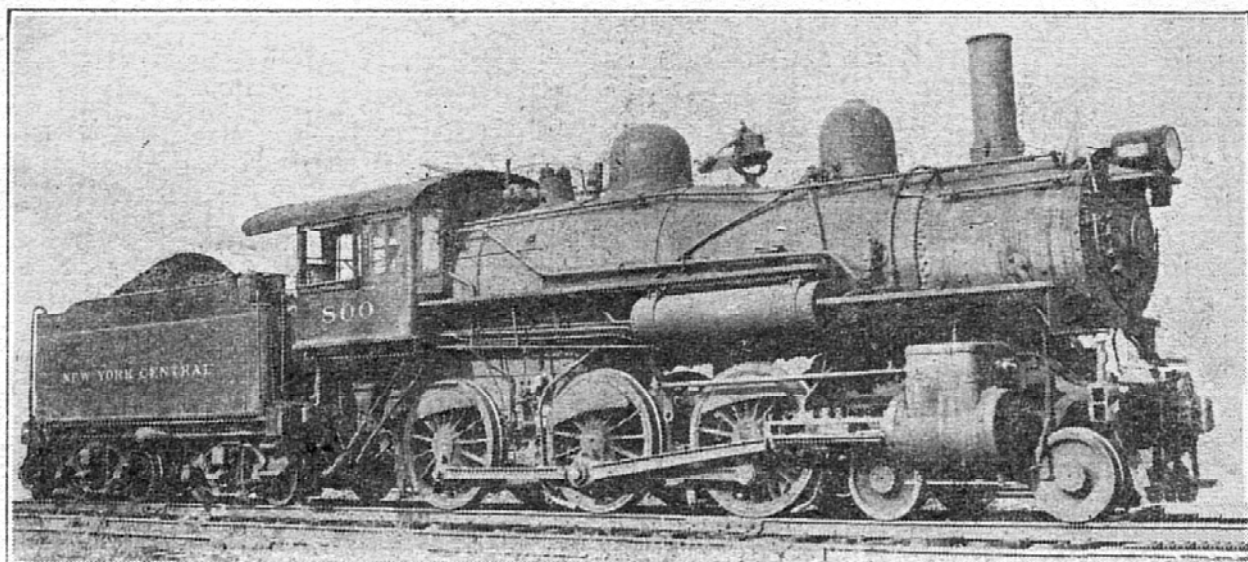
Mogul (2-6-0) Type

Class	Road	Numbers	Cylinders	Drivers	Pressure	Trac. Force	Weight Engine	Builder	Date
Ec	NYC	1900, 1901	19x26	64	160	22,390	120,000	Alco	1905, 07
Ed	NYC	1902, 1906	19x26	64	160	22,390	120,000	Alco	1905, 08, 07
E1a	NYC	1907-1912	20x28	57	180	30,060	160,000	Alco	1914, 15, 18, 19
E1b	NYC	1913	20x28	57	180	30,060	160,000	W. A. Shop	1918
E1c	NYC	1914-1917	20x28	57	190	31,730	160,000	Baldwin	1900, 17, 18
E1d	NYC	1918-1922	20x28	57	190	31,730	160,000	Alco	1900, 17, 18
E1e	NYC	1923-1926	20x28	63	200	30,220	160,000	Alco	1900, 17, 18
E1f	NYC	1927	20x28	63	190	28,710	160,000	W. A. Shop	1904
E1g	NYC	1928-1929	20x28	63	190	28,710	160,000	W. A. Shop	1905

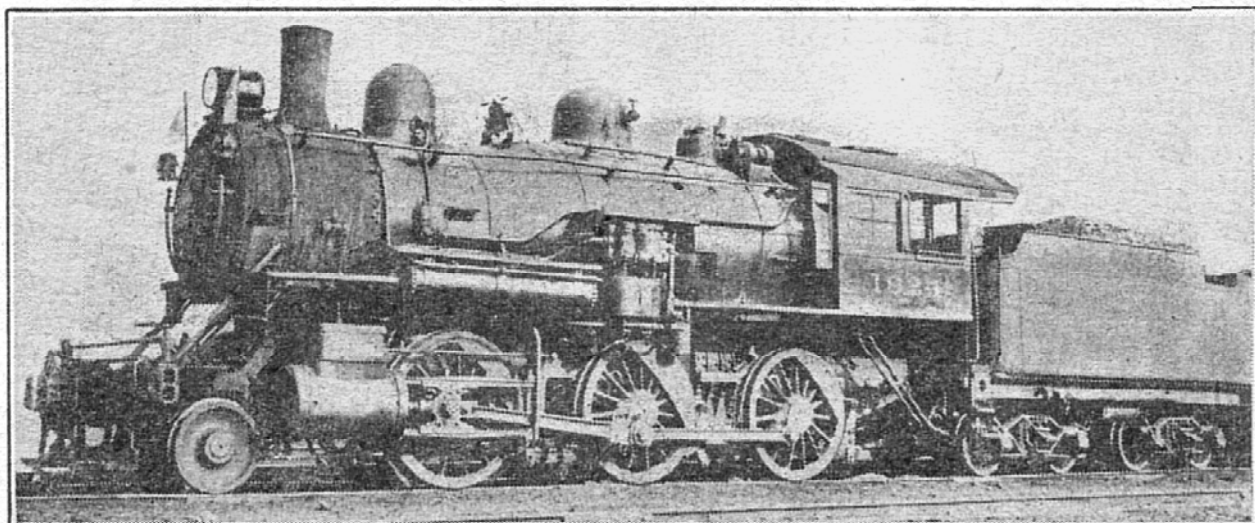
10-Wheeled (4-6-0) Type

Fx	NYC	800-807	19x26	60	200	29,470	148,300	Alco	1899, 01, 02, 03
Fx	NYC	808-818	20x26	62	200	31,440	176,500	Alco	1906, 07
F12	NYC	819	22x26	69	200	31,000	199,500	Alco	1905
F12a	NYC	820-824	22x26	69	200	31,000	199,500	Alco	1906
F12e	NYC	825-844	22x26	69	200	31,000	213,000	Alco	1907
F12g	NYC	845-876	22x26	69	200	31,000	213,000	Alco	1908
F82	NYC	880-881	19½x26	57	180	23,630	146,700	St. T Shop	1900
F82b	NYC	882-884	19½x26	57	200	26,260	154,200	Alco	1904
F82c	NYC	886-887	19½x26	57	200	26,260	158,500	Alco	1905
F82d	NYC	888-889	19½x26	57	200	26,260	164,000	Alco	1906
F103a	P&LE	9205-9207	22x26	73	200	29,300	210,000	Alco	1909
F105a	P&LE	9220-9224	22x26	73	200	29,300	210,000	McKP Shop	1915

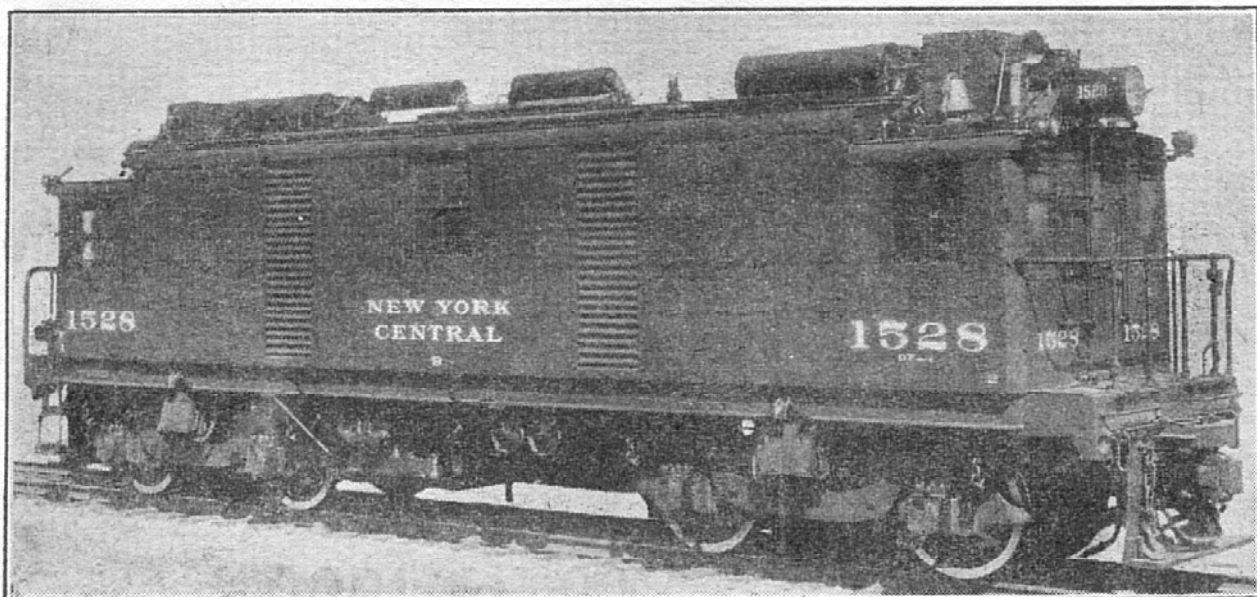
Compiled from data furnished by P. W. Kiefer, Chief Engineer, Motive Power and Rolling Stock, the New York Central System.
To be continued next month.



Photos on this page are by Homer Newton, 243 Chesterfield Rd., Pittsburgh
Back in 1929, the Central Built a Formidable Looking Multiple-Pressure Engine and Called the "800". She's Since Been Scrapped, but the Number Carries on, Assigned to this Little Former Ulster & Delaware 10-Wheeler

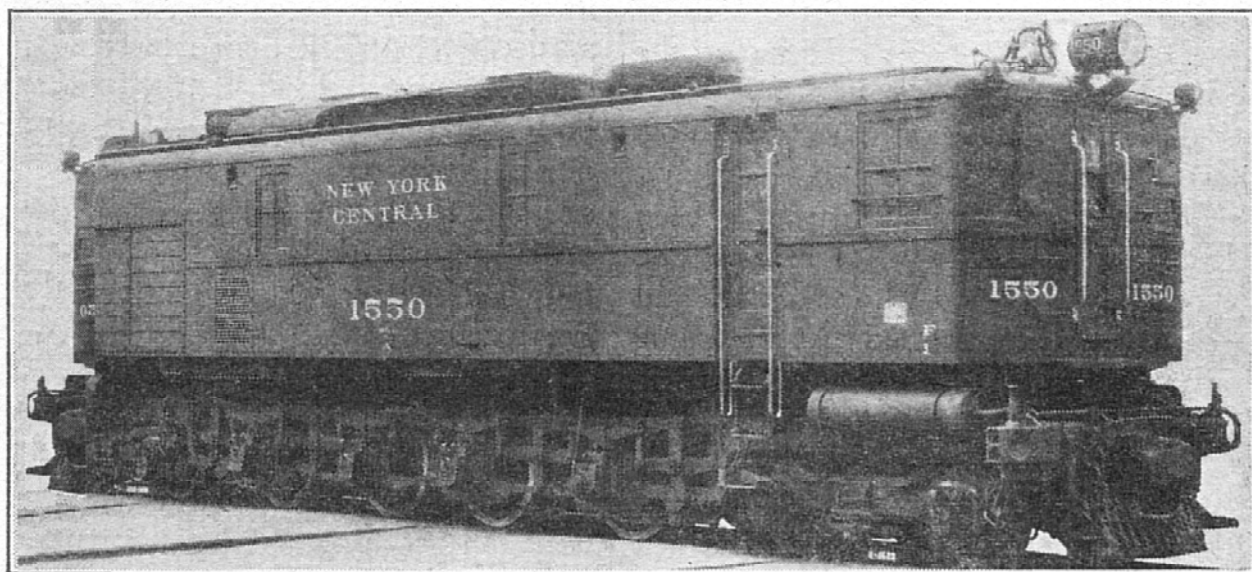


Up in the Rip Van Winkle Country, You Can Still Hear this Little Mogul Calling for the Lonesome Crossings. She's Another U&D Graduate



Photos on this page, courtesy of the American Locomotive Co.

Number 1528, a "Three Power" Oil-Battery-Electric Locomotive, Has Been Renumbered in the 526-566 Series



Number 1550 (Now 510) Is the Only One of Her Kind on the System. Built by Alco in 1928, She Employs a Six-Cylinder Ingersoll Rand Oil Engine, and G.E. Generating and Motor Equipment

USE SPEEDWAY DE LUXE BLADES
FOR FAST, SMOOTH, ECONOMICAL SHAVES



New York Central Locomotives (Part 2)

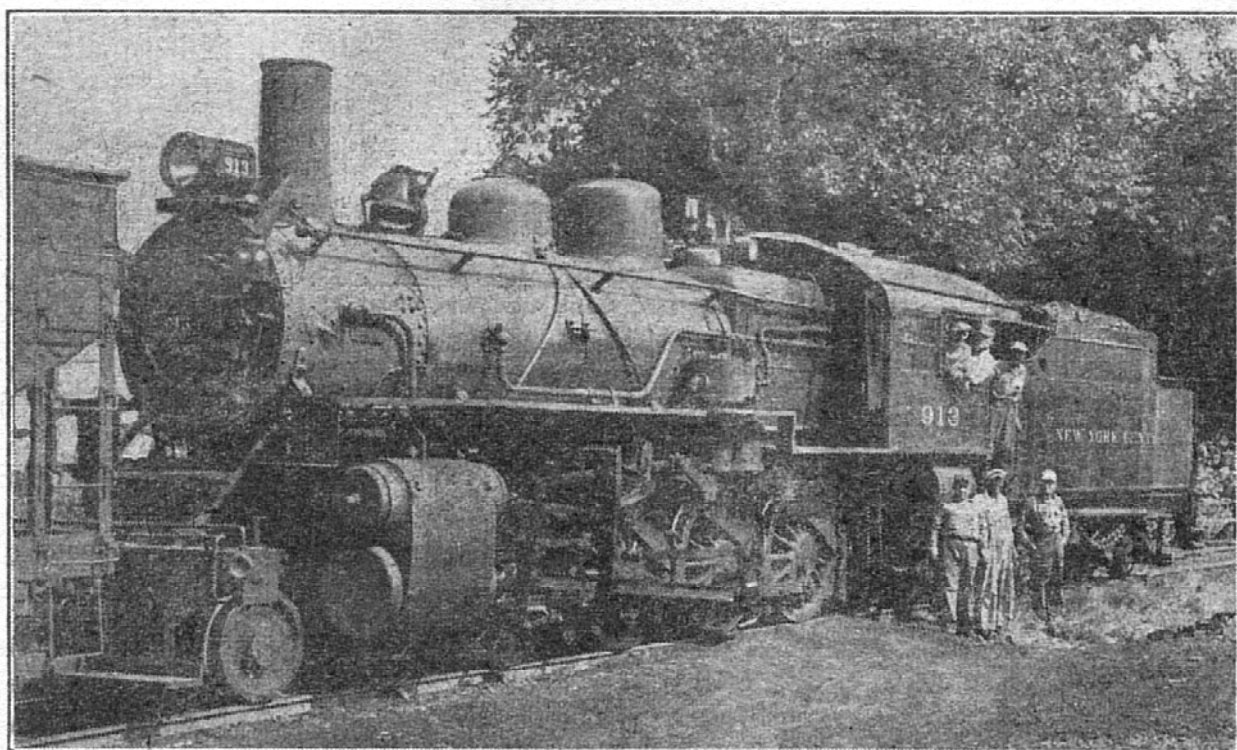


Photo by Paul B. Dunn, 122 N. Mead St., Zanesville, O.

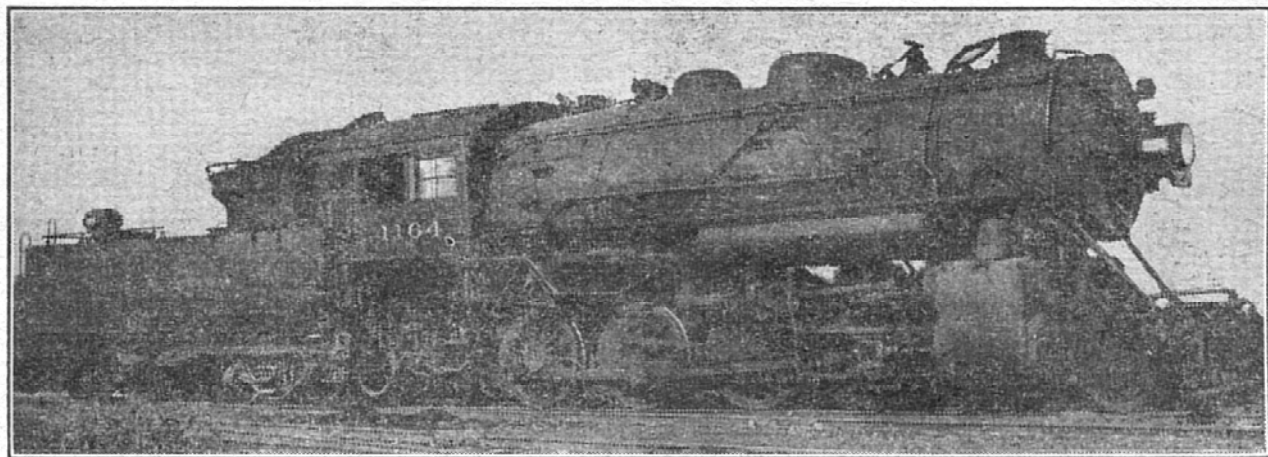
Number 913, a 1907 Alco Consolidation Type, has a Belpaire Firebox

Consolidation (2-8-0) Type

Class	Road	Numbers	Cylinders	Drivers	Pressure	Trac. Force	Weight Engine	Builder	Date
G6h	B&A	1040-1049	23x32	63	200	45,680	242,000	Alco	1908
G6j	NYC	955-971	23x32	63	200	45,680	242,000	Alco	1909
G6m	NYC	1009-1032	23x32	63	200	45,680	242,000	Alco	1910
G6o	NYC	987-995	23x32	63	200	45,680	242,000	Alco	1910
G6p	NYC	1041-1047	23x32	63	200	45,680	242,000	Alco	1910
G6t	NYC	1048-1066	23x32	63	200	45,680	242,000	Alco	1911
G6u	NYC	1072-1077	23x32	63	200	45,680	242,000	Alco	1910
G16q	B&A	1050-1053	23x32	63	200	45,680	242,000	Alco	1912
G43a	NYC	1100-1102	21x30	63	200	35,700	184,500	Alco	1901
G43b	NYC	1103-1104	21x30	63	200	35,700	184,500	Alco	1902
G43c	NYC	1105-1108	21x30	63	200	35,700	184,500	Alco	1902
G43d	NYC	1109-1111	21x30	63	200	35,700	184,500	Alco	1902
G46e	NYC	1112-1121	25x30	57	180	50,300	253,000	Alco	1912
G46f	NYC	1122-1125	23x30	57	200	47,330	250,000	Alco	1910
G46g	NYC	1130-1131	23x30	57	200	47,330	250,000	Alco	1911
G46h	NYC	1143-1172	25x30	57	180	50,300	253,000	Alco	1912
G46i	NYC	1173-1182	25x30	57	180	50,300	253,000	Alco	1912
G46k	NYC	1183-1192	25x30	57	180	50,330	244,000	Alco	1912
G46l	NYC	1193-1199	25x30	57	180	50,330	244,000	Alco	1914
G96b	NYC	910-914	20x26	54	180	29,470	164,000	Alco	1907
G96c	NYC	915-919	20x26	54	180	29,470	167,000	Alco	1907
G102a	P&LE	9373	21x30	52	200	43,250	192,000	Alco	1905
G102d	P&LE	9326-9423	22 1/2 x 30	52	200	49,650	200,500	Alco	1902-07
G103	P&LE	9378, 9385, 9487	21x30	52	200	43,250	192,000	Alco	1910
G104	P&LE	9393-9397	22 1/2 x 30	52	200	49,650	200,500	McKR	1913

Mikado (2-8-2) Type

H5e	NYC	1233-1234	25x32	63	180	48,570 9,900	280,000	Alco	1912
H5o	NYC	1230	25x32	63	180	48,570 9,900	289,300	Alco	1912
H5d	NYC	1227	25x32	63	180	48,570 9,900	289,300	Alco	1912
H5e	P&E NYC	20, 21 1206, 1207, 1209, 1210, 1214, 1221-1232, 1242	25x32	63	180	48,570 9,900	280,000	Alco	1912



Ivan Oaks of 4047 Phillips Ave., St. Louis, Mo., Sent Us This Snap of the Big-Boilered 1164

Class	Road	Numbers	Cylinders	Drivers	Pressure	Trac. Force	Weight Engine	Builder	Date
H5e	NYC	1202-1205, 1211, 1218, 1236-1241, 1244	25x32	63	180	48,570 9,900	289,300	Alco	1912
H5f	P&E	22	25x32	63	180	48,570 9,900	280,000	Alco	1913
H5f	NYC	1276-1286 (7)	25x32	63	180	48,570 9,900	289,300	Alco	1913
H5g	NYC	1287-1294	25x32	63	180	48,570 9,900	280,000†	Alco	1913, 15
H5h	NYC	1255, 1257, 1265, 1267, 1268, 1270, 1272-1275	25x32	63	180	48,570 9,900	286,000	Alco	1913
H5H	NYC	1253, 1254, 1258, 1260, 1266, 1269	25x32	63	180	48,570 9,900	295,300	Alco	1913
H5j	B&A	1200-1213	25x32	63	180	48,570 9,900	283,500	Alco	1913, 14
H5k	IHB	23	25x32	63	180	48,570 9,900	280,000	Alco	1914
H5l	NYC	1297	25x32	63	180	48,570 9,900	280,000	Alco & Lima	1913-14
	P&E	25-31, 36	25x32	63	180	48,570 9,900	280,000	Alco & Lima	1913-14
	NYC	1502-1508, 1515, 1517-1518, 1521-1535 (5), 1628-1642 (4)	25x32	63	180	48,570 9,900	289,300	Alco & WA Shop	1914
H5m	NYC	1309, 1312-1314	25x32	63	180	48,570 9,900	289,300	Alco & WA Shop	1914
H5m	NYC	1310, 1311	25x32	63	180	48,570 9,900	280,000	Alco	1914
H5n	NYC	1302, 1305, 1308	25x32	63	180	48,570 9,900	289,300	Alco	1914
H5n	NYC	1303, 1306, 1307	25x32	63	180	48,570 9,900	280,000	Alco	1914
H5o	P&E	35, 37	25x32	63	180	48,570 9,900	280,000†	Alco	1914-15
	NYC	1537-1562 (15), 1625-1649 (18)	25x32	63	180	48,570 9,900	280,000†	Alco	1914-15
H5p	P&E	24	25x32	63	180	48,570	280,000	Alco	1915-17
	NYC	1322, 1326, 1328, 1332-1334, 1336, 1339, 1341, 1344, 1347, 1351, 1354, 1356, 1357, 1359, 1363, 1527, 1594, 1596-1599	25x32	63	180	48,570 9,900	289,300	Alco	1915-17
H5p	NYC	1321, 1323, 1325, 1327, 1329-1331, 1335, 1338, 1340, 1343, 1345, 1346, 1349, 1352, 1353, 1360-1362, 1364, 1365, 1528, 1529, 1565	25x32	63	180	48,570 9,900	289,300	Alco	1915-17
H5q	NYC	1249, 1320-1372	25x32	63	180	48,570 9,900	289,300†	WA Shop	1915-18
H5r	IHB	250-254	25x32	63	200	53,970 11,000	297,700†	Alco	1916
H5r	IHB	255-264	25x32	63	200	53,970 11,000	286,000	Alco	1916
H5s	NYC	1564-1568	25x32	63	180	48,570 9,900	286,000	Alco	1916
H5t	B&A	1224	25x32	63	180	48,570 9,900	295,300	Lima	1916
	NYC	1435, 1437, 1441, 1447, 1449, 1452, 1453, 1459, 1462, 1464, 1466, 1467, 1470, 1475, 1483	25x32	63	180	48,570 9,900	306,330	Lima	1916
H5t	NYC	1439, 1456, 1471, 1473, 1482	25x32	63	180	48,570 9,900	286,000	Lima	1916
H5t	NYC	1435-1484 (44), 1569-1588 (except H5t's above)	25x32	63	180	48,570 9,900	286,000	Lima	1916
H5u	IHB	400, 403, 407-409, 411, 412, 414, 417	25x32	63	205	55,300 11,270	308,700	Lima & Alco	1923
H5u	IHB	401, 402, 404-406, 410, 413, 415, 416, 418, 419	25x32	63	205	55,300 11,270	305,500	Lima & Alco	1923
H5v	IHB	420	25x32	63	205	55,300 11,270	308,700	Lima	1924
H5v	IHB	421-424	25x32	63	205	55,300 11,270	305,500	Lima	1924

Class	Road	Numbers	Cylinders	Drivers	Pressure	Trac. Force	Weight Engine	Builder	Date
H51a	P&E	32-34	25x32	63	180	48,370	280,000	Alco	1913
	NYC	1485-1531 (11)				9,900			
H6a	NYC	1700-1724, 1732-1849 (74), 1850-1894 (44)	26x30	63	200	54,720†	300,500	Bald., Alco & Lima	1918
H7a	NYC	2050, 2051, 2055, 2056	27x30	63	190	56,100	322,000	Alco	1912
H7a	NYC	2052-2054, 2057-2059	27x30	63	190	56,100	330,600	Alco	1912
H7b	NYC	2049	27x30	63	190	56,100	322,000	Alco	1913
						10,400			
H7b	NYC	2036, 2042- 2044, 2046	27x30	63	190	56,100	330,600	Alco	1913
						10,400			
H7b	NYC	2035, 2037-2041, 2045, 2047, 2048	27x30	63	190	56,100	338,400	Alco	1913
						10,400			
H7c	NYC	2000, 2004, 2005, 2007, 2013-2017, 2022	27x30	63	190	56,100	330,600	Alco	1913
						10,400			
H7c	NYC	2003, 2018, 2024	27x30	63	190	56,100	322,000	Alco	1913
						10,400			
H7c	NYC	2021	27x30	63	190	56,100	328,100	Alco	1913
						10,400			
H7c	NYC	2001, 2002, 2009, 2010, 2012, 2019, 2020, 2023	27x30	63	190	56,100	338,400	Alco	1913
						10,400			
H7d	NYC	2026-2034	27x30	63	190	56,100	330,600†	Alco	1913
						10,400			
H7e	NYC	1951, 1952, 1955, 1963, 1965, 1966, 1972-1976, 1978, 1981-1986, 1988, 1991-1992, 1994-1995, 1997, 1999, 2000-2069	27x30	63	200	59,000	328,000	Alco	1920
						11,000			
H7e	NYC	1967, 1968, 1970, 1980	27x30	63	200	59,000	334,850	Alco	1920
						11,000			
H7e	NYC	1950, 1954, 1964, 1971, 1979	27x30	63	200	59,000	335,900	Alco	1920
						11,000			
H7e	NYC	1953, 1956-1962, 1969, 1977, 1987, 1989, 1990, 1993, 1996	27x30	63	200	59,000	343,100	Alco	1920
						11,300			
H8a	P&LE	9502-9504, 9550-9554, 9595, 9596	26½x30	57	190	59,690	322,700	Alco	1916
H8b	P&LE	9555-9574	26½x30	57	190	59,690	332,700	Alco	1917
						10,300			
H8c	P&LE	9575-9579	26½x30	57	190	59,690	322,700	Alco	1918
H8d	P&LE	9520-9524	26½x30	57	190	59,690	322,700	Alco	1920
H9a	P&LE	9580-9589	27x32	63	190	59,800	331,000	Alco	1918
						9,900			
H9b	P&LE	9505-9509	27x32	63	190	59,800	331,000	Alco	1919
						9,900			
H9c	P&LE	9590-9594	27x32	63	190	59,800	331,000	Alco	1919
						9,900			
H9d	P&LE	9510-9519	27x32	63	190	59,800	331,000	Baldwin	1919
						9,900			
H10	NYC	2090	28x30	63	200	63,470	334,000	Lima	1922
						11,000			
H10a	NYC	2101-2290	28x30	63	200	63,470	342,500†	Alco & Lima	1922-23
	P&LE	191-200				11,000			
H10b	P&LE	201-211	28x30	63	200	63,470	337,000	Alco & Lima	1924
	NYC	2080-2089, 2360- 2399, 2312, 2351				11,000			

H5g—except 1287, 1293, which weigh 289,300 pounds. H5o—except 1627, which weighs 289,300 pounds.

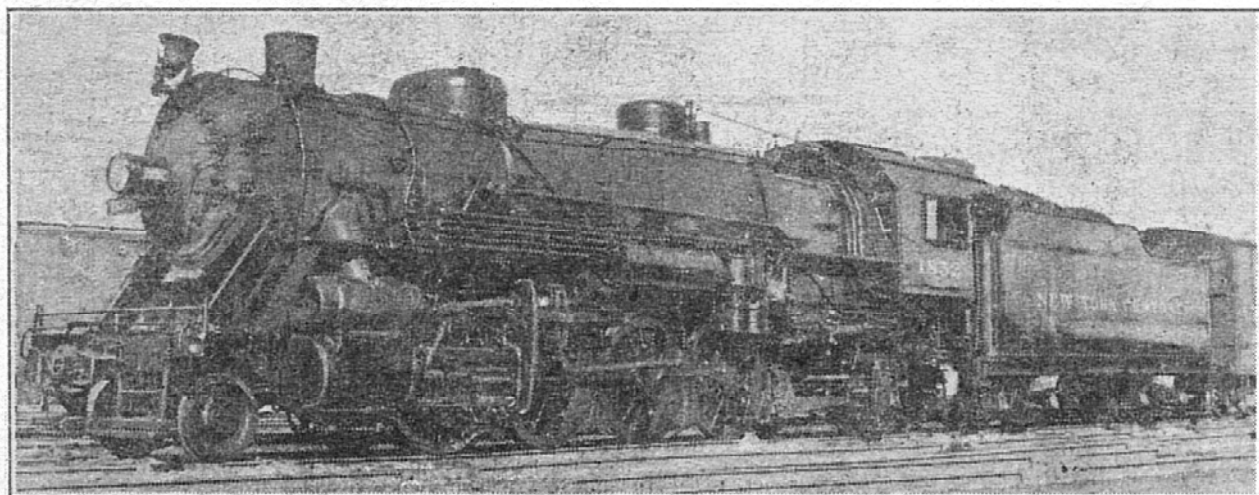
H5q—except 1339, 1348, 1356, 1369, 1371, which weigh 280,000 pounds.

H5r—except 251, which weighs 290,700 pounds. H10a—except 2223-2232, which weigh 335,000 pounds.

H6a—Number 1853 has 11,000 pounds additional booster tractive effort; weighs 338,400 pounds.

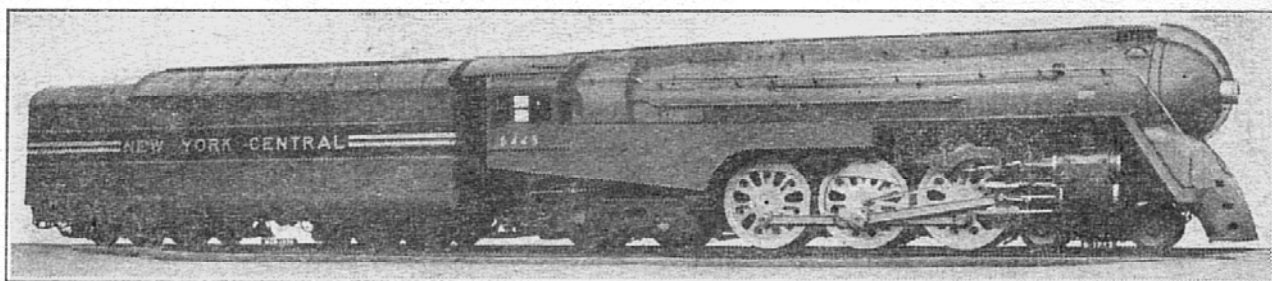
H7d—except 2028, 2031, which weigh 322,000, and 2029 which weighs 338,400 pounds.

When two tractive efforts are listed, the second figure refers to supplementary booster tractive effort.



With Bell Tolling, Light Mikado 1852 Posed for La Mar M. Kelly, 1513 Moyer Ave., Elkhart, Ind.

New York Central Locomotives (Part 3)



Number 5445 Was the First Bullet-Nosed *Hudson* Type to Be Delivered to the New York Central

Atlantic (4-4-2) Type

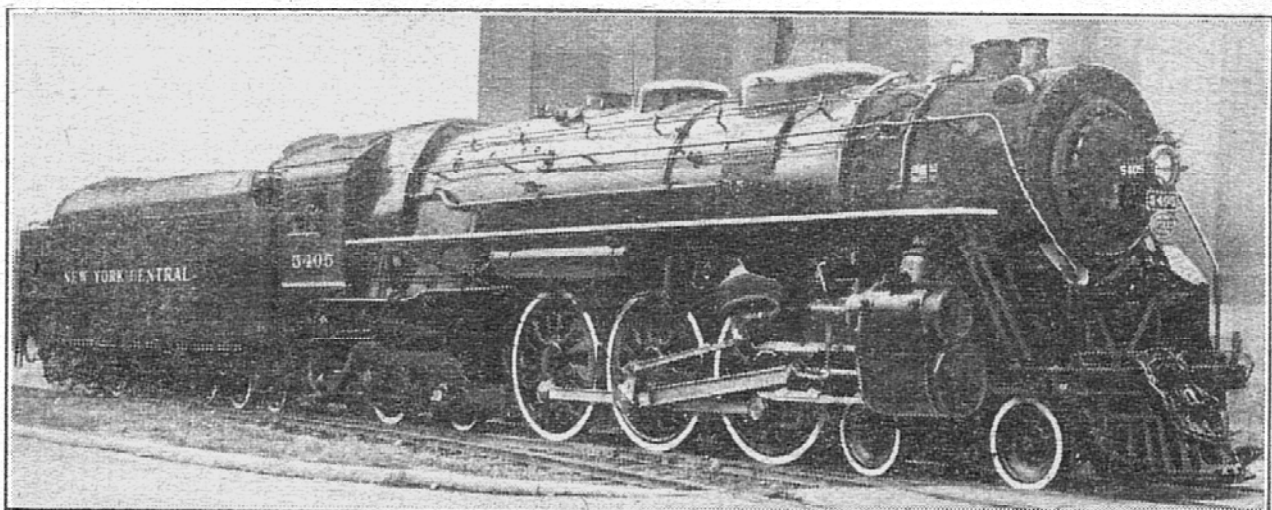
Class	Road	Numbers	Cylinders	Drivers	Pressure	Trac. Force	Weight Engine	Builder	Date
140a	NYC	4320-4324	19x26	69	180	20,810	167,500	Alco	1907
1100a	P&LE	9204	20x26	73	200	24,220	186,800	Alco	1903

Hudson (4-6-4) Type

J1a	NYC	5200	25x28	79	225	42,360 10,900	350,800	Alco	1927
J1b	NYC	5201-5249 5345-5354	25x28	79	225	42,360 10,900	359,800	Alco	1927
J1c	NYC	5250-5264	25x28	79	225	42,360 10,900	358,000	Alco	1928-29
J1c	NYC	5265-5274	25x28	79	225	42,360 10,900	361,000	Alco	1928-29
J1c	MC	5355-5359	25x28	79	225	42,360 10,900	362,400	Alco	1929
J1d	NYC	5275-5314	25x28	79	225	42,360 10,900	307,800	Alco	1929-30
J1d	NYC	5360-5374	25x28	79	225	42,360 10,900	309,900	Alco	1929-30
J1d	NYC	5375-5394	25x28	79	225	42,360 10,900	304,800	Alco	1929-30
J1e	NYC	5315-5343 5395-5404	25x28	79	225	42,360 10,900	358,600†	Alco	1931
J1e	NYC	5344 (Streamlined)	23¼x28	79	250	42,480 12,100	370,000	Alco	1931
J2a	B&A	600-604	25x28	76	240	44,210 10,520	353,000	Alco	1928
J2b	B&A	605-609	25x28	76	240	44,210 10,520	356,500	Alco	1930
J2c	B&A	610-619	25x28	76	240	44,210 10,520	357,000	Lima	1931
J3a	NYC	5405-5444	22½x29	79	265	41,860 12,100	314,300	Alco	1937
J3a	NYC	5445-5454 (Streamlined)	22½x29	79	265	41,860 12,100	365,500	Alco	1938

†except 5342 and 5343, which weigh respectively 354,800 and 361,700 pounds.

When two tractive efforts are listed, the second figure refers to supplementary booster tractive effort.



First of the J-3a Class 4-6-4s Is Number 5405. In this Locomotive the New York Central's *Hudson* Type Reaches Its Highest Degree of Efficiency

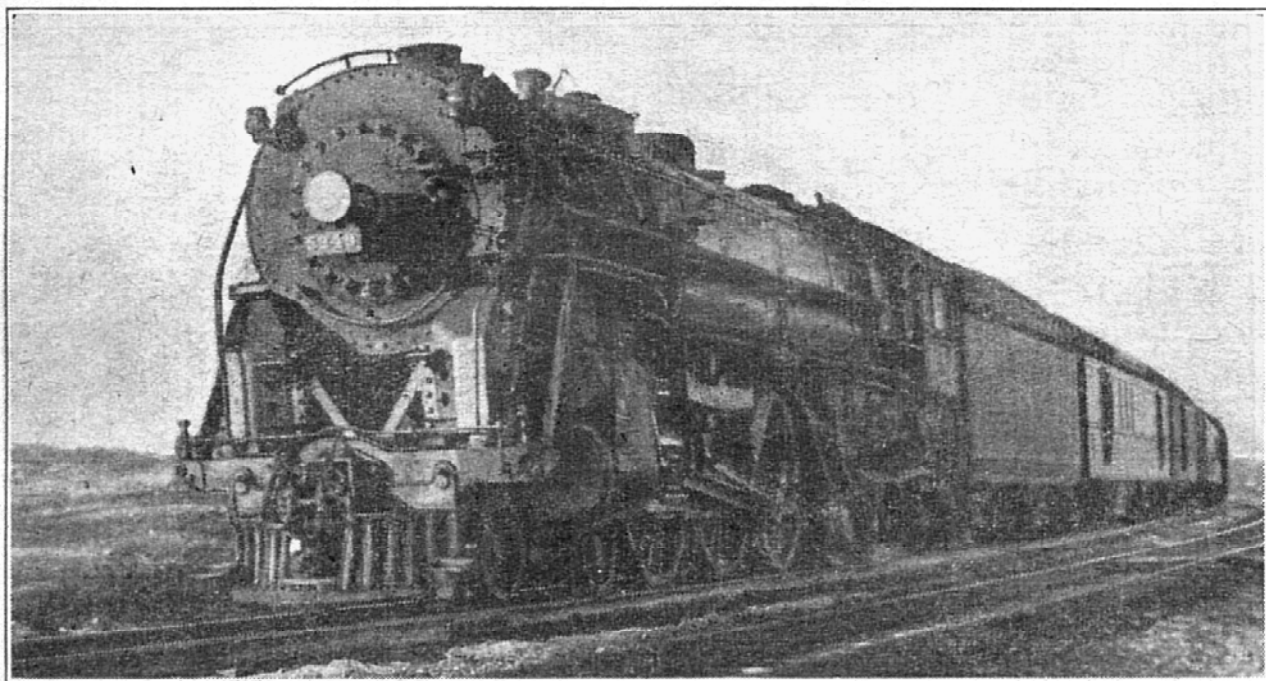


Photo by S. Insull, Jr., 225 S. River St., Geneva, Ill.
Engine 5349 at Speed on a Curve Near Kalamazoo, with the Michigan Central's 23

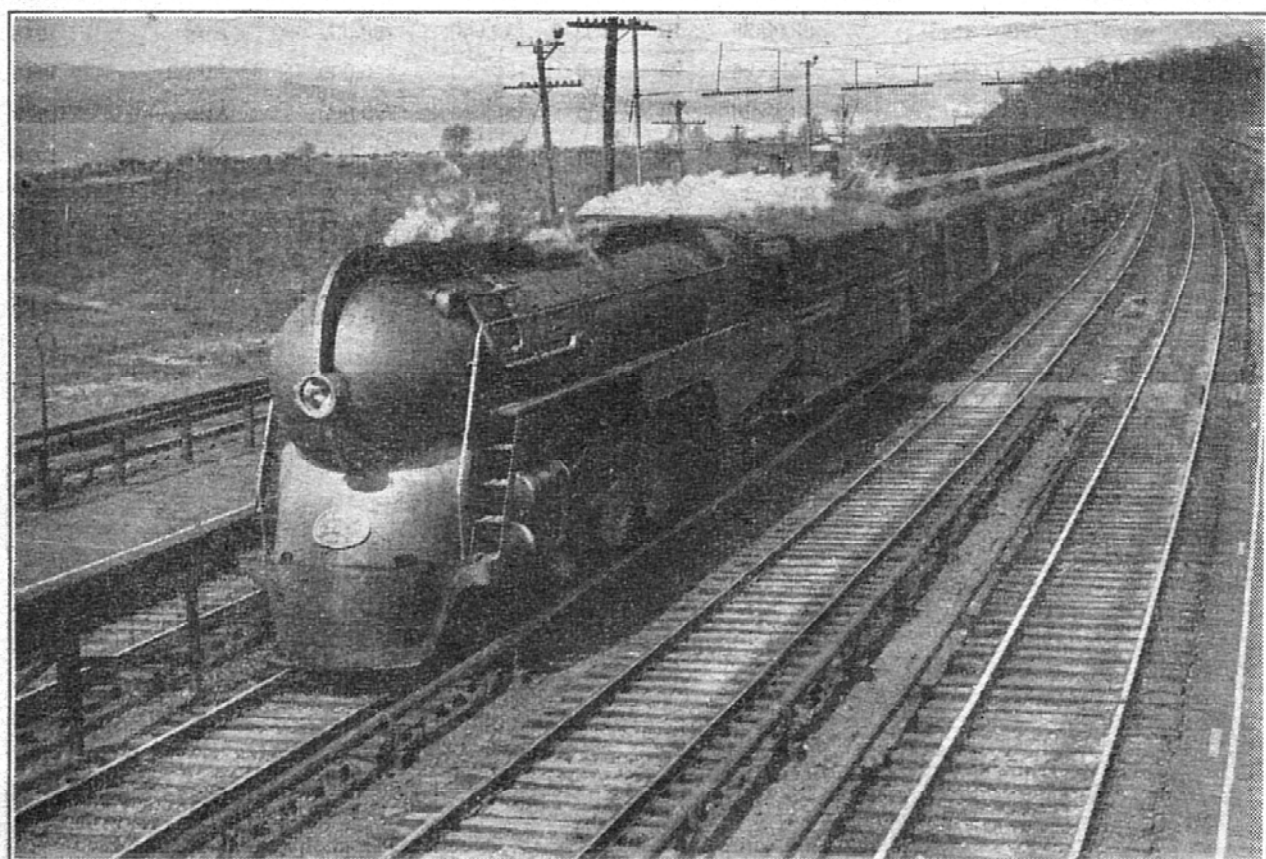


Photo by Allston Railroad Photographs, 47 Royal St., Allston, Mass.
Number 5450, Streaking Through Croton-on-the-Hudson During the Course of a Test Run, Back in 1938

Pacific (4-6-2) Type

KE	B&A	544	Scrapped	22x26	75	200	28,520	241,000	Alco	1908
KJ	B&A	546-554		22x26	75	200	28,520	241,000	Alco	1911
KL	B&A	555-559		22x26	75	200	28,520	241,000	Alco	1912
KM	B&A	560-565		22x26	75	200	28,520	241,000	Alco	1913-14
KO	P&E	10, 11		22x26	75	200	28,520	246,000	BG Shop	1915
K3a	NYC	4807, 4808	Scrapped	23½x26	79	200	30,900	210,600	Alco	1911
							9,710			
K3a	NYC	4812	Scrapped	23½x26	79	200	30,900	276,000	Alco	1911
							9,710			

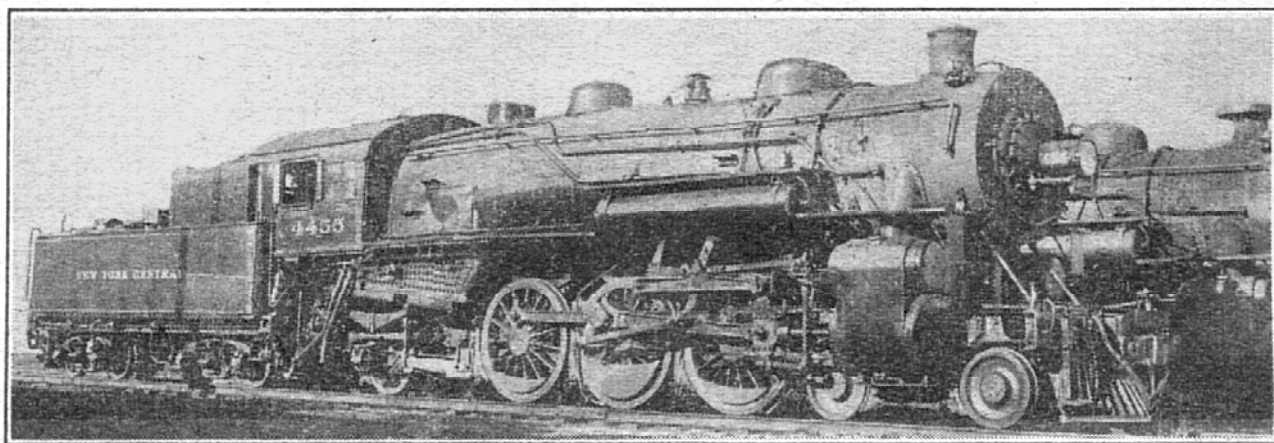
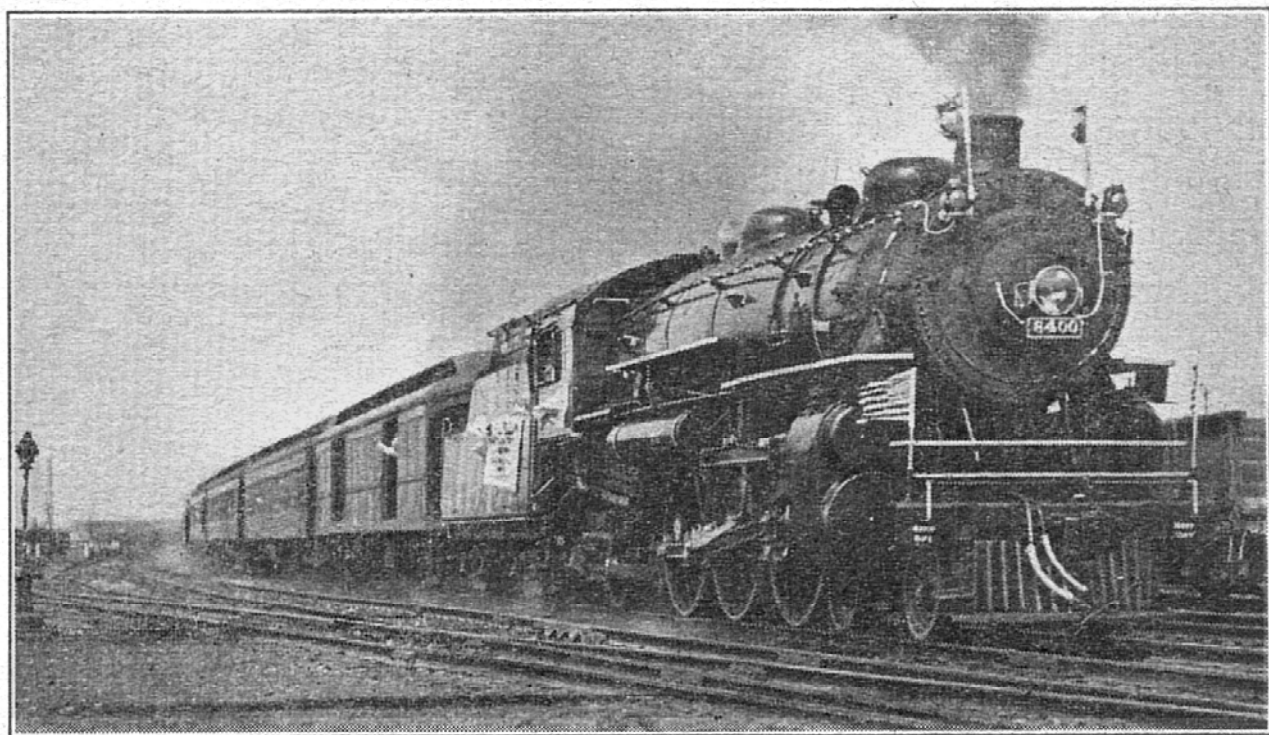


Photo by LaMar M. Kelley, 1513 Moyer St., Elkhart, Ind.

Number 4455, a K-11c Class Pacific, Photographed at Elkhart Recently

Pacific (4-6-2) Type, Continued

K3b	NYC	4818	Scrapped	23½x26	79	200	30,900	290,200	Alco	1911
K3c	NYC	4822-4827		23½x26	79	200	9,710			
K3c	P&E	60		23½x26	79	200	30,900	290,200	Bald	1912
K3d	NYC	4832-4835		23½x26	79	200	9,710			
K3e	NYC	4837-4841	Scrapped	23½x26	79	200	30,900	276,000	Bald	1912
K3f	NYC	4603		23½x26	79	200	9,710			
K3g	NYC	4850-4854		23½x26	79	200	30,900	290,200	Alco	1912
K3g	P&E	61		23½x26	79	200	9,710			
K3h	NYC	4640-4644		23½x26	79	200	30,900	290,000†	Alco	1913
K3i	NYC	4611-4614		23½x26	79	200	9,710			
K3k	NYC	4860-4869		23½x26	79	200	30,000	276,000	Alco	1913
K3l	NYC	4870-4874		23½x26	79	200	9,710			
K3m	NYC	4615-4624		23½x26	79	200	30,900	276,000	Alco	1913
K3n	NYC	4723-4756 (28)		23½x26	79	200	9,710			
K3n	B&A	500-506		23½x26	79	200	30,900	276,000	Alco	1913
							9,710			
							30,900	276,000	Alco	1916
							30,900	276,000	Alco	1917
							30,900	276,000	Alco	1917
							30,900	276,000	Alco	1917
							30,900	276,000 †	Alco	1917
							30,900	210,600††	Alco	1918
							30,900	280,200††	Alco	1918



L. Baker Photo, submitted by J. L. Ferguson, 25 Forest Ave., St. Thomas, Ontario, Canada

The Michigan Central's 8400 Pacific (Now 4640) Shown Roaring Through St. Thomas, Ont., Fifteen Years Ago, with a Trainload of BofLF&E Delegates, En Route to a Fireman's Convention at Detroit.

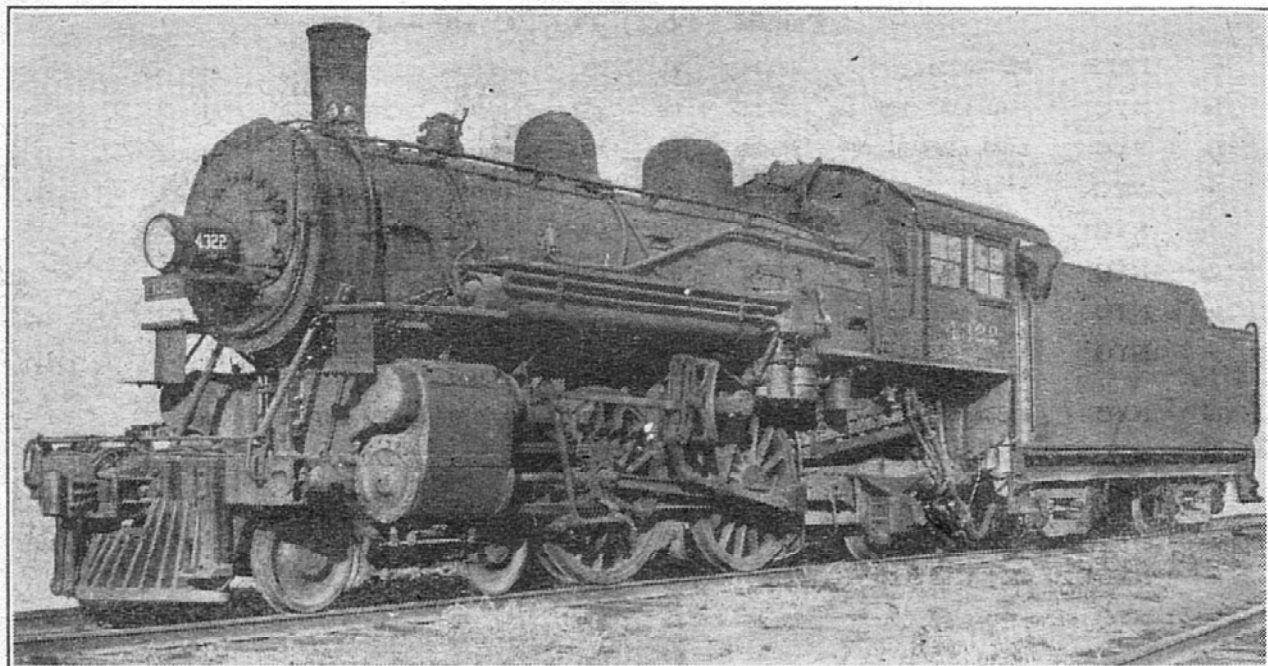


Photo by Daniel K. Peterson, 1423 North Lawndale Ave., Chicago, Ill.
4322, One of Six Atlantic Types, Still Doing Duty on the "Central"

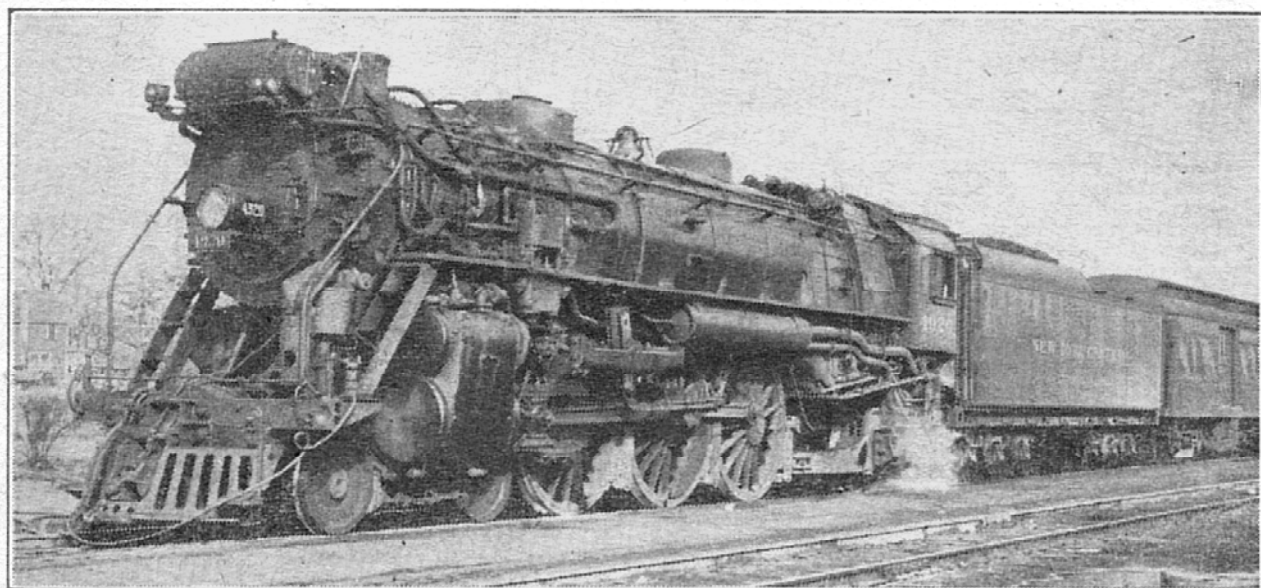


Photo by R. C. Schell, Jr., 422 E. Beardsley Ave., Elkhart, Ind.
Among the Most Recent *Pacifics* Built for the Road Is the High-Wheeled 4920

Pacific (4-6-2) Type, Continued

K3p	NYC	4625-4634, 4697-4722, 4875-4884	23½x26	79	200	30,900	289,100††	Alco	1920
K3q	NYC	4635-4639, 4667-4696, 4885-4899	23½x26	79	200	30,900	295,500	Alco	1923
K3r	NYC	4800-4804	23½x26	79	200	32,200	278,000	Alco	1925
K4a	P&LE	9225-9229	23½x26	72	200	9,700	286,700	Alco	1917
K4b	I & LE	9230-9234	23½x26	72	200	33,900	286,700	Alco	1918
K5	NYC	4925	25x28	79	205	11,000	303,000	Alco	1924
K5a	NYC	4926-4930	25x28	79	200	38,600	301,000	Alco	1925
K5b	NYC	4905-4914	25x28	79	205	9,950	297,500	Alco	1926-27
K5b	NYC	4915, 4917	25x28	79	209	37,650	317,000	Alco	1926-27
K5b	NYC	4916, 4918-4924	25x28	79	209	9,700	302,000	Alco	1926-27
K6a	P&LE	9245-9249	26x28	75	200	37,650	298,000	Alco	1925
						9,700			
						42,900			
						9,720			

Pacific (4-6-2) Type, Continued

K6b	P&LE	9250-9254	26x28	75	200	42,900 9,720	301,000	Alco	1926
K11a	NYC	4401-4447 (12)	25x26	69	200	40,040 11,000	272,000	Alco	1910-11
K11a	NYC	4490, 4498	25x26	69	200	40,040 11,000	284,400	Alco	1911 Rebuilt 1924
K11a	NYC	4491	25x26	69	200	40,040 11,000	272,000	Alco	1911 Rebuilt 1924
K11b	NYC	4483, 4507	26x26	69	180	38,970 11,000	284,000	Alco	1911-12
K11b	NYC	4486, 4500-4519	26x26	69	180	38,970 11,000	272,000	Alco	1911-12
K11c	NYC	4450, 4453, 4457, 4461, 4469, 4479	26x26	69	180	38,970 11,000	284,400	Bald	1911-12
K11c	NYC	4455, 4459, 4460, 4467, 4468, 4471, 4473-4478	26x26	69	180	38,970 11,000	272,000	Bald	1911-12
K11d	NYC	4520, 4521	26x26	69	180	38,970 11,000	284,400	Alco	1912
K11d	NYC	4522-4539 (16)	26x26	69	180	38,970 11,000	272,000	Alco	1912
K11e	NYC	4543, 4549, 4566	26x26	69	180	38,970 11,000	284,400	Alco	1912
K11e	NYC	4540-4569 (22)	26x26	69	180	38,970 11,000	272,000	Alco	1912
K11f	NYC	4570-4599 (11)	26x26	69	180	38,970 11,000	272,000††	Alco	1913
K14a	NYC	4390-4392	25x26	72	200	38,370 11,000	281,500	Alco	1910
K14b	P&E	17-19	25x26	72	180	34,530 11,000	276,000	Alco	1911-12 Rebuilt 1929-
K14c	NYC	4393	25x26	72	200	38,370 11,000	281,500	Bald	1911-12 Rebuilt 1925
K14e	NYC	4394-4395	25x26	72	200	38,370 11,000	281,500	Alco	1911-12 Rebuilt 1925
K14f	NYC	4396-4398	25x26	72	200	38,370 11,000	281,500	Alco	1924
K14f	NYC	4399	25x26	72	200	38,370 11,000	287,100	Alco	1925
K14g	B&A	575-588	26x26	72	190	39,420	275,600	Alco	1913
K14h	B&A	589	26x26	72	190	39,420	275,600	Bald	1911

except 4851 which weighs 276,000

† except 4622 which weighs 290,200 pounds.

†† except 4724, 4725, 4729-4731, 4733, 4735, 4744 (K3n); 4875-4880 (K3p) which weigh 280,200 pounds.

†† except 506 which weighs 289,100 pounds.

†† except 4597 which weighs 284,400 pounds.

Mohawk (4-8-2) Type

Class	Road	Numbers	Cylin- ders	Dri- vers	Pressure	Trac. Force	Weight Engine	Builder	Date
L1a	NYC	2500	28x28	69	200	54,080 11,000	365,500	Alco	1916
L1a	NYC	2501-2529 (21)	28x28	69	200	54,080 11,000	364,500†	Alco	1916
L1a	P&E	40, 41	28x28	69	200	54,080 11,000	348,000	Alco	1916
L1b	P&E	42, 43	28x28	69	200	54,080 11,000	348,000	Alco	1918
L1b	NYC	2530-2583 (35)	28x28	69	200	54,080 11,000	364,000†	Alco	1917-18
L1c	P&E	44, 45	28x28	69	200	54,080 11,000	348,000	Lima	1918
L1c	NYC	2585-2636 (38)	28x28	69	200	54,080 11,000	364,000††	Lima	1918
L1d	P&E	46-48	28x28	69	200	54,080 11,000	348,000	Lima	1918
L1d	NYC	2640-2683 (31)	28x28	69	200	54,080 11,000	364,000††	Lima	1918
L2a	NYC	2700-2799	27x30	69	225	60,620 12,660	363,400	Alco	1925-26
L2b	NYC	2900-2924	27x30	69	225	60,620 12,400	366,550	Alco	1929
L2c	NYC	2800-2899	27x30	69	225	60,620 12,400	367,200	Alco	1929
L2d	NYC	2925-2949	25½x30	69	225	60,150 12,400	369,100	Alco	1929
L2d	NYC	2950-2994, 2996, 2997, 2999	25½x30	69	225	60,150 12,400	370,150	Alco	1929
L2d	NYC	2995, 2998	25½x30	69	250	60,150 13,750	385,100	Alco	1930

† except 2504, 2513, 2527, which weigh 356,200 pounds.

† except 2533 which weighs 348,000 pounds and 2546, 2561, 2572, which weigh 356,200 pounds.

†† except 2588, 2591, which weigh 356,200 pounds.

†† except 2652, 2661, which weigh 356,200 pounds.

(To be concluded next month)

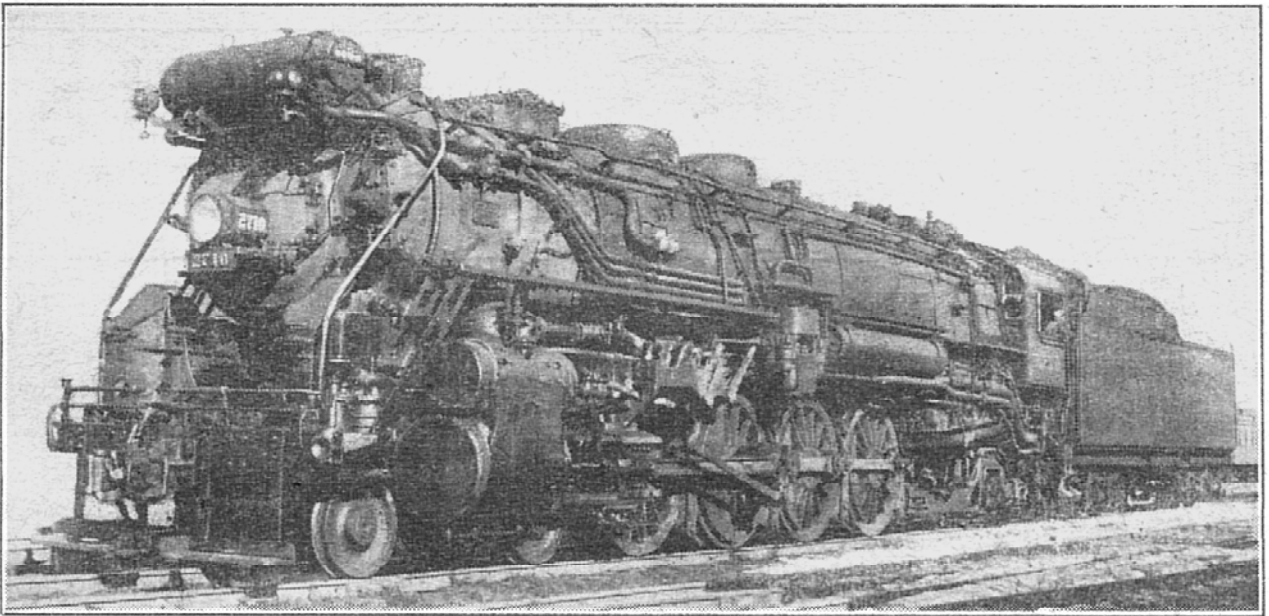


Photo by LaMar M. Kelley

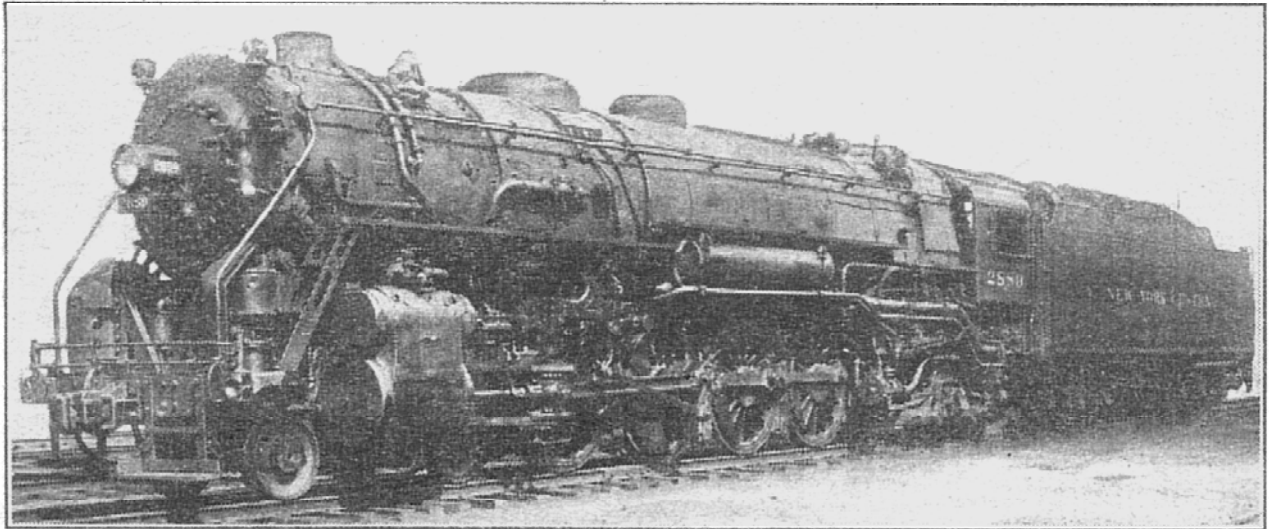


Photo by Donald A. Somerville, Lansdowne, Pa.

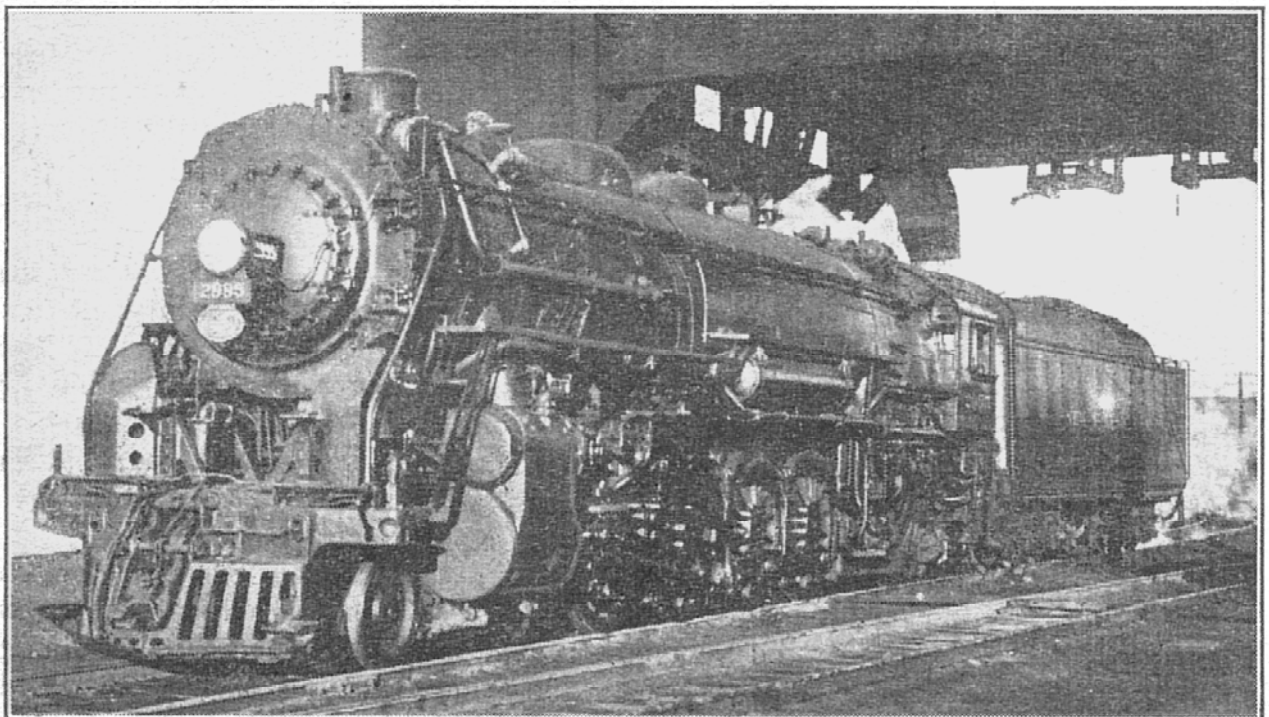
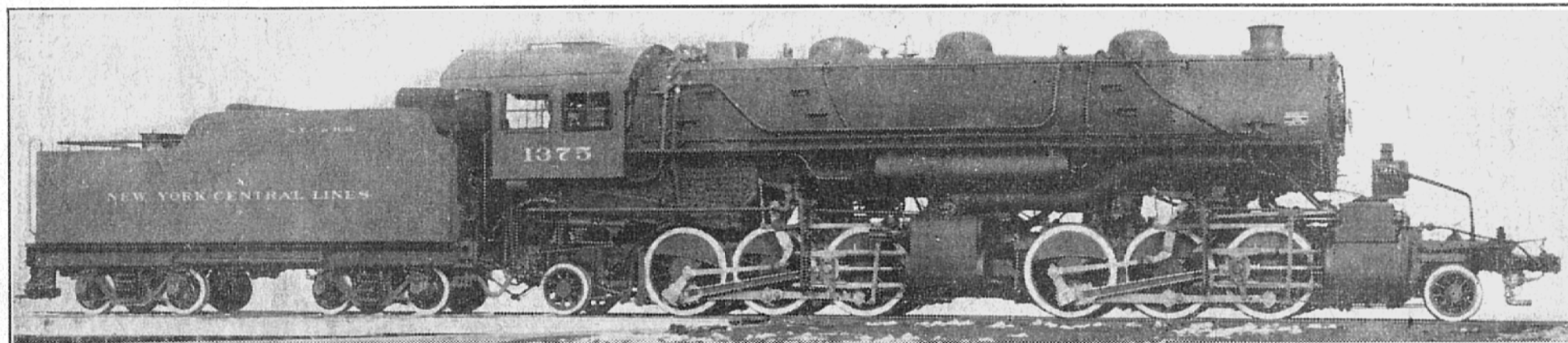


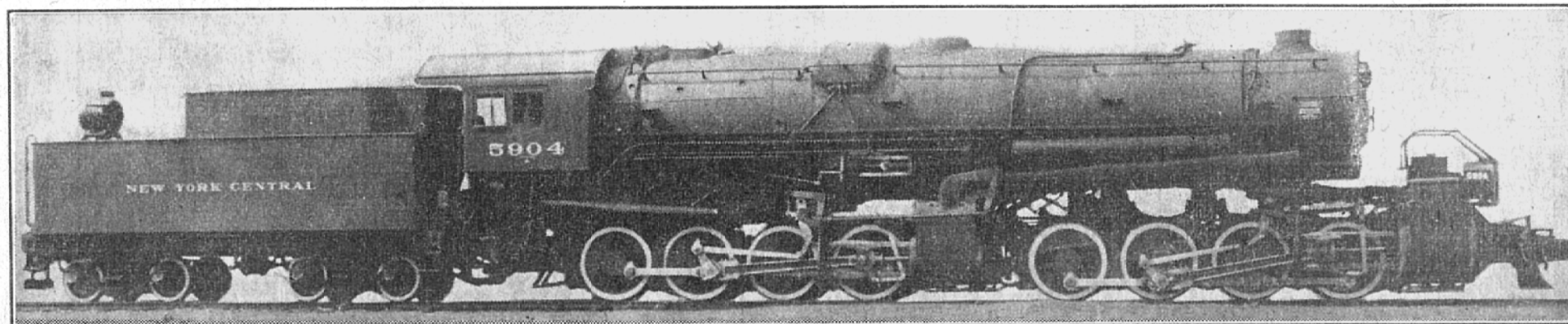
Photo by R. C. Schell, Jr.

The "Evolution" of the *Mohawk* Type. 2710 and 2889 Are in Freight Service, While the Rebuilt 2995 Hauls Passenger

Locomotives of the New York Central System (Part 4)



Despite Her Somewhat Impressive Wheel Arrangement, This 2-6-6-2 Weighs Half a Ton Less Than the "Central's" Latest "Mohawk" Type, and Is Sixty Tons Lighter, When the Total Engine and Tender Weights Are Compared. Since She Was Re-Numbered in the 1933-38 Series, Certain Changes Have Been Made in Her Appearance, Among Them, the Mounting of the Headlight at the Center of the Smokebox Front



The System Has 14 Alco Compound Mallets. Of the 0-8-8-0 Type, They Have a Total Engine Wheelbase of 40 Feet 3½ Inches and Are Used in Heavy Switching Service

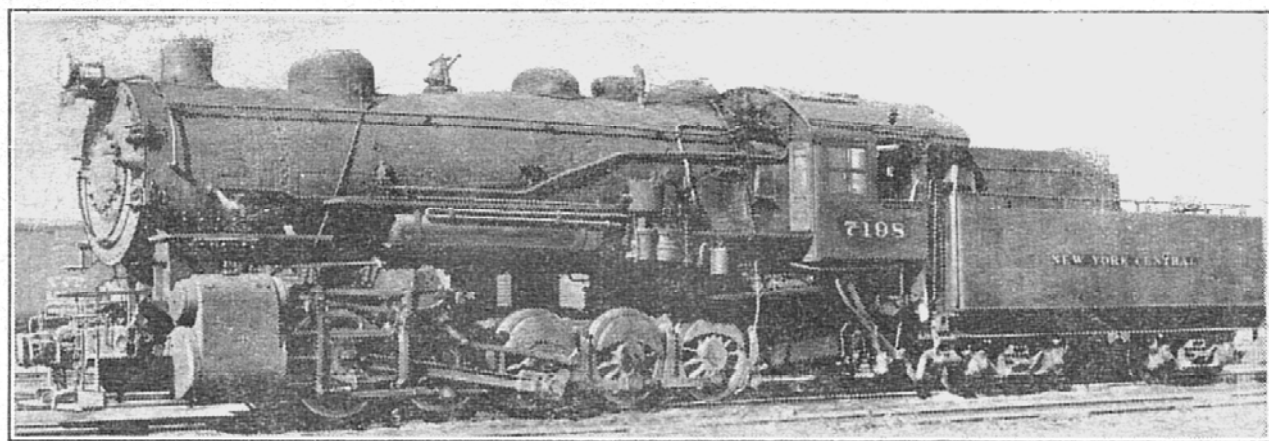
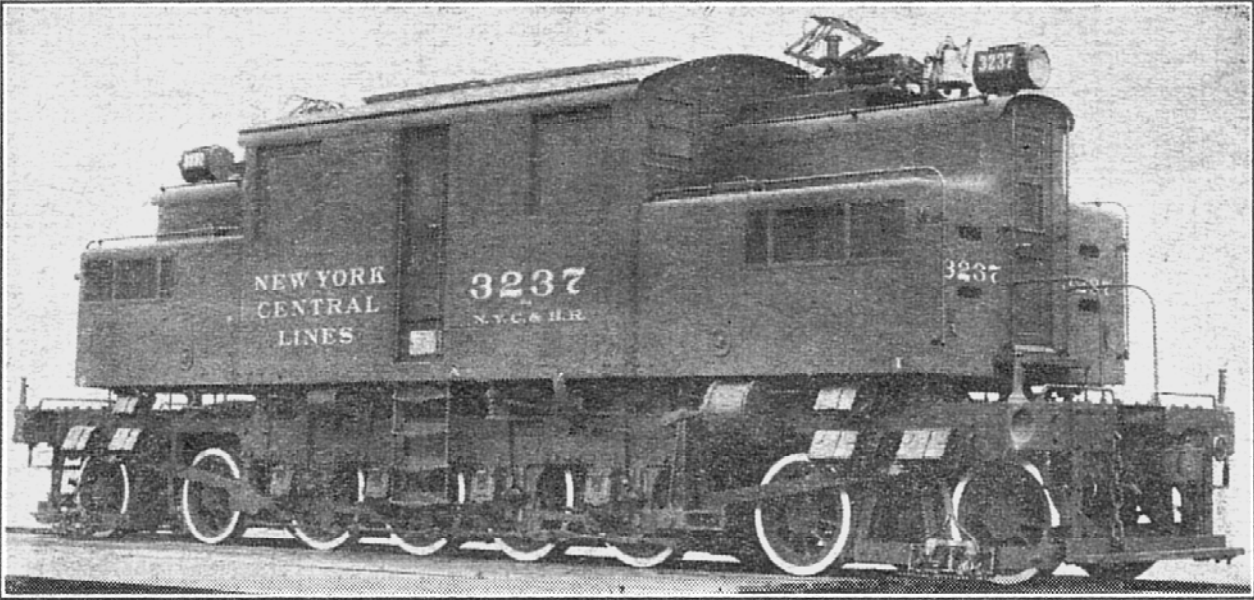


Photo by Roy L. Baker, 13421 Young St., Detroit, Mich.

There Are Only Four Ten-Wheeled Switchers on the Entire System, but Each Is of a Different Sub-Class

Class	RMWd	Numbers	Cylinders	Drivers	Pressure	Trac. Force	Weight Engine	Builder	Date
Double Ender (2-6-6) Type									
D2a	B&A	300-309	23x24	64	200	33,720	172,700	Alco	1928-30
D2b	B&A	310-317	23x24	64	200	33,720	176,500	Alco	1929-31
Ten-Wheeled Switcher (0-10-0) Type									
M1a	NYC	7192	24x28	52	210	55,360	277,000	Alco	1907
M1d	NYC	7190	24x28	52	210	55,360	277,000	Alco	1909
M1e	NYC	7191	24x28	52	210	55,360	277,000	Alco	1910
M1f	NYC	7198	24x28	52	210	55,360	269,000	Alco	1910
Mallet (2-6-6-2) Type									
NE2d	NYC	1933-1938	21½x34x32	57	200	63,030	363,800	Alco	1917
NE2g	NYC	1939-1948	21½x34x32	57	200	63,030	373,000	Alco	1920-21
Mallet (0-8-8-0) Type									
NU1a	NYC	7097-7099	26&40x28	52	220	95,730	466,500	Alco	1913
NU1b	P&LE	9090, 9091	26&40x28	52	200	87,020	468,000	Alco	1916
NU1c	NYC	7100-7105	26&40x28	52	220	95,730	466,500	Alco	1916
NU1d	NYC	7109	26&40x28	52	220	95,730	466,500	Alco	1916
NU1e	NYC	7106, 7107	26&40x28	52	220	95,730	468,500	Alco	1921
Electric (2-C + C-2) Type									
P1a	CUT	200-221		48		77,925	418,900	Alco, GE	1929-30
Electric (B + B) Type									
Q	NYC	150-156		44		50,375	201,500	Alco, GE	1926
Electric 2 (B — B) Type									
Ra	NYC	300, 301		44		88,500	354,000	Alco, GE	1926
Electric (B + B) Type									
R1	NYC	160-165		48		50,375	201,500	Alco	1910
R1a	NYC	166-169		48		60,500	242,000	GE	1914
R1b	NYC	170, 171		48		62,325	249,300	Alco, GE	1926
Electric (C + C) Type									
R2	NYC	302-343		44		66,600	266,400	Alco, GE	1930-31
Electric (2-D-2) Type									
S1	NYC	100		44		36,600	234,200	Alco	1904
S2	NYC	101, 103, 104, 106, 107, 109-111, 114, 117-120, 122, 127, 128		44		35,600	227,700	Alco	1906
S2	NYC	102, 105, 108, 112, 113, 115, 116, 121, 123, 124-126, 129-134		44		36,225	229,900	Alco	1906
S3	NYC	135-146		44		38,075	249,800	Alco	1908-09
Electric (B — B + B — B) Type									
T1a	NYC	247		36		63,050	252,200	Alco	1913
T1b	NYC	248-256		36		63,050	252,200	Alco	1913
T2a	NYC	257-262		36		69,775	279,100	Alco	1914
T2b	NYC	263-272		36		70,125	280,500	GE	1917
T3a	NYC	273-282		36		73,150	292,600	Alco, GE	1926



Courtesy of the American Locomotive Works

The Prototype for Thousands of Toy Electric Locomotives, Two Decades Ago, Was This 2-D-2 Type. The "Central" Has 47 Such Engines, Numbered from 100 Through 146

Eight-Wheeler Switcher (0-8-0) Type

Class	Road	Numbers	Cylinders	Drivers	Pressure	Trac. Force	Weight Engine	Builder	Date
U1a	IHB	150-156	25x30	58	205	56,330	239,500	Alco	1913
U1a	NYC	7270-7272	25x30	58	200	54,960	239,500	Alco	1913
		7290-7299							
U1b	NYC	7280-7289	25x30	58	200	54,690	239,500	Alco	1913
U1e	IHB	157-166	25x30	58	205	56,330	240,000	Alco	1916
U2a	NYC	7450-7474	23½x30	58	185	44,920	218,000	Alco	1916
U2b	NYC	7385-7449	23½x30	58	185	44,920	218,000	Lima	1917
U2c	NYC	7504-7509	23½x30	58	185	44,920	218,000	Lima	1917
		7550-7553							
U2d	NYC	7340-7384	23½x30	58	185	44,920	218,000	Alco	1917-18
U2e	NYC	7510-7529	23½x30	58	185	44,920	218,000	Lima	1917
U2f	NYC	7560-7599	23½x30	58	185	44,920	218,000	Lima	1918
U2g	NYC	7530-7539	23½x30	58	185	44,920	218,000	Lima	1918
U2h	NYC	7336-7339	23½x30	58	185	44,920	218,000	Lima	1918
U2i	IHB	167-171	23½x30	58	200	48,560	218,000	Lima	1918
U2j	B&A	42-47	23½x30	58	185	44,920	218,000	Lima	1918
U2k	B&A	54-61	23½x30	58	185	44,920	218,000	Lima	1923
U2l	B&A	62-65	23½x30	58	185	44,920	218,000	Alco	1924

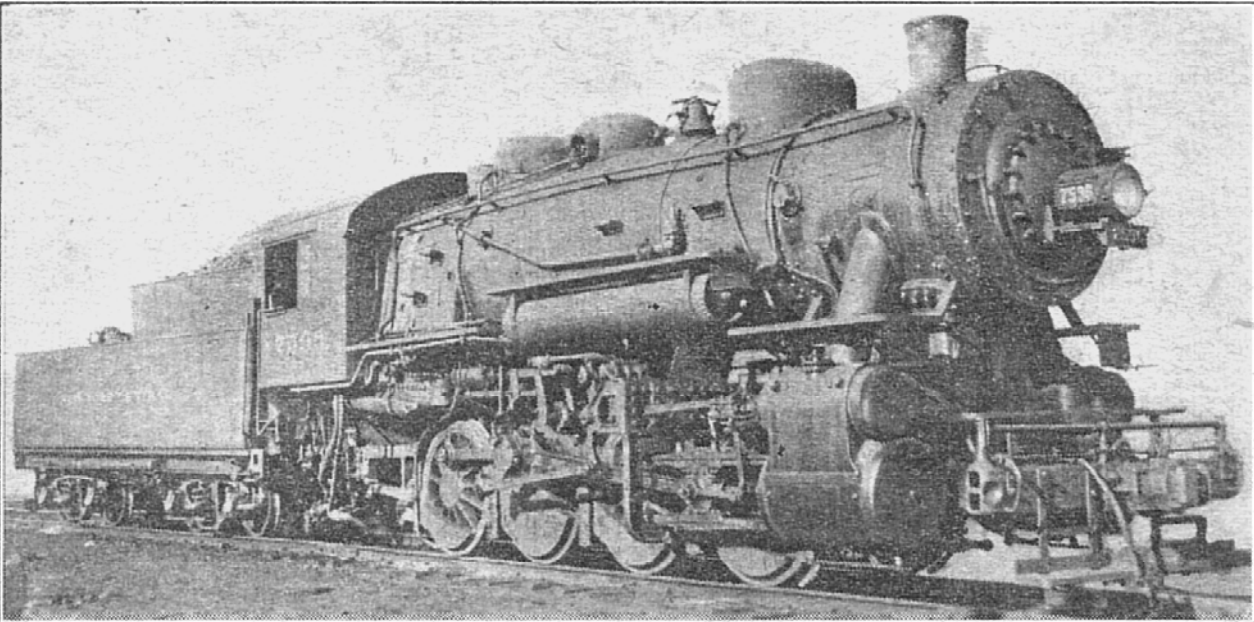
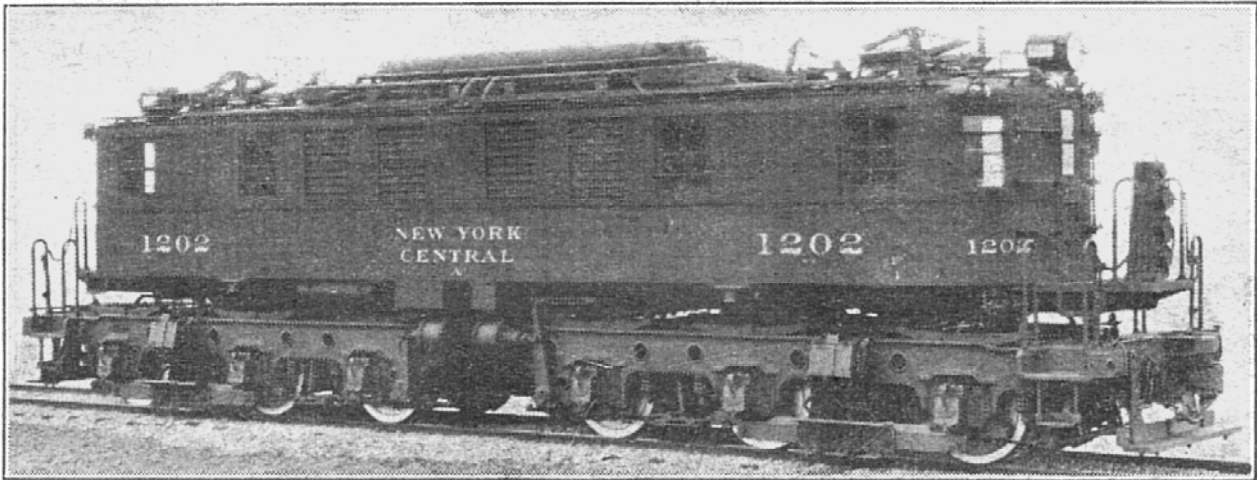
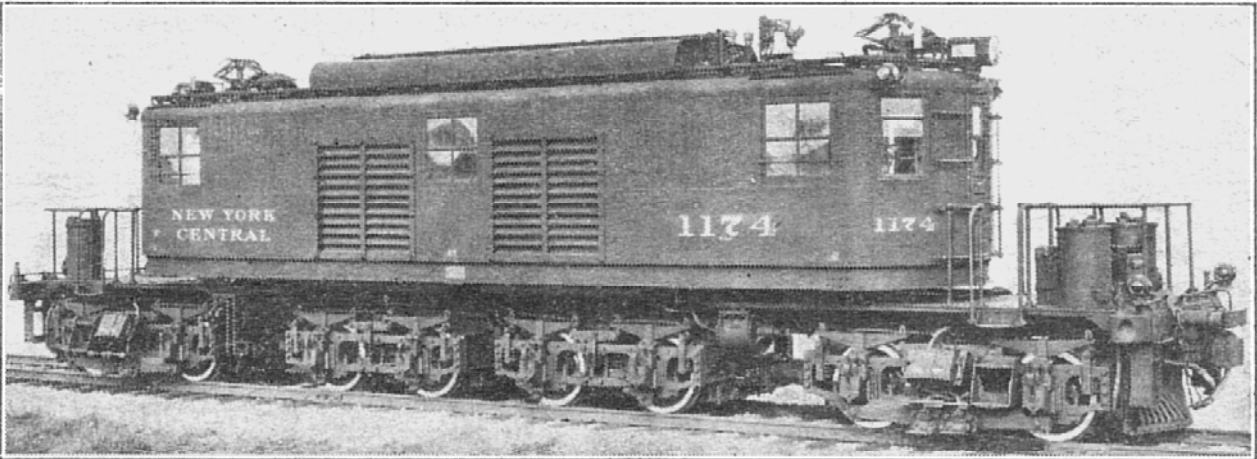


Photo by R. H. Kennedy, 1317 Winnemac Ave., Chicago, Ill.

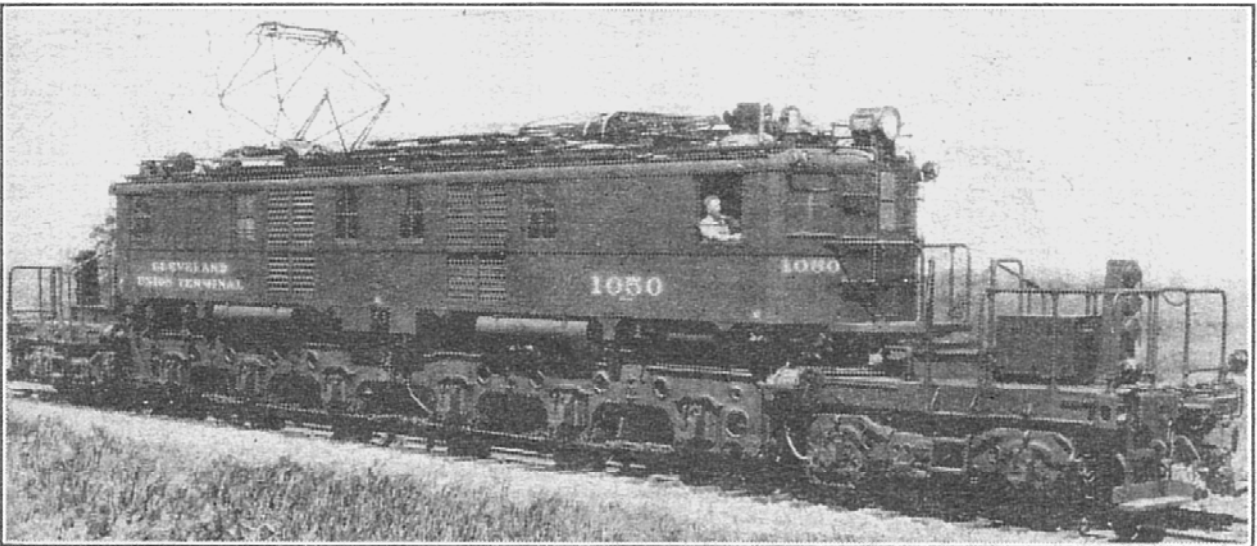
Eight-Wheeled Switcher Number 7596 Carries the Lima Diamond on Her Smokebox Sides. She Was Built in 1918



Motor 1202, Used in West Side, N. Y. City Freight Service, Has Been Re-Numbered in the 302-343 Series

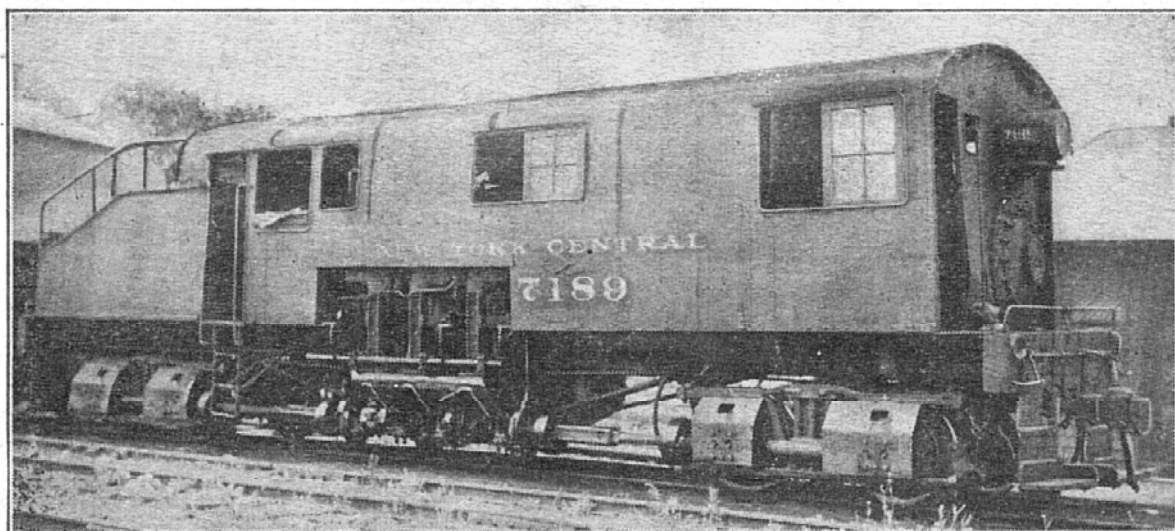


Every Juice Fan Admires the Performance of the Famous Little T-Type Engines. Like Busy Ants They Shuttle Up and Down the Lower Hudson River Valley, Hauling Long Passenger Trains with No Apparent Effort



The Daddy of the New Haven's 0351 and 0361 Class 2-C+C-2 Type Engines, and of the Pennsylvania's GG-1s, Is This Cleveland Union Terminal Motor, Built in 1929

U3a	IHB	300-317, 319	25x28	52	180	51,490	219,500	Bald	1919
U3a	IHB	318	25x28	52	180	51,490	223,500	Bald	1919
U3a	NYC	7740-7749	25x28	52	180	51,490	219,500	Bald Alco Lima	1919-20
U3a	NYC	7753-7760	25x28	52	175	50,060	219,500	Bald Alco Lima	1918-20
U3a	NYC	7806-7839 7840-7849	25x28	52	180	51,490	219,500	Lima	1920



The New York Central Has Five Shay Engines, for Use in Switching Work. Theodore A. Gay, of 624 78th St., Brooklyn, N. Y., Photographed This One at Auburn, N. Y., in 1938

U3b	B&A	48-53	25x28	52	175	50,060	219,500	Lima	1920-21
U3b	IHB	320-329	25x28	52	180	51,490	219,500	Lima	1921
	CR&I								
U3b	NYC	7640-7689	25x28	52	175	50,060	219,500	Lima	1920-21
U3b	NYC	7850-7855	25x28	52	180	51,490	219,500	Lima	1920-21
		7985-7994							
U3c	NYC	7600-7614	25x28	52	180	51,490	219,500	Alco, Lima	1922
		7856-7865							
U3c	NYC	7786-7805	25x28	52	175	50,060	219,500	Alco, Lima	1922
		7690-7719							
U3d	IHB	350-355	25x28	52	180	51,490	224,200	Lima	1923
	CR&I								
U3e	NYC	7900-7924	25x28	52	175	50,060	219,500	Alco, Lima	1924
		7615-7634							
U3e	NYC	7866-7875	25x28	52	180	51,490	219,500	Alco, Lima	1924
U3e	IHR	830-834	25x28	52	200	57,210	223,500	Lima	1924
	CR&I								
U3e	IHB	356-360	25x28	52	180	51,490	223,500	Lima	1924
	CR&I								
U3f	NYC	7925-7949	25x28	52	175	50,060	219,500	Alco, Lima	1924
U3g	IHB	335-339	25x28	52	200	57,210	224,000	Lima	1925
	CR&I								
U3h	P&E	53, 54	25x28	52	185	52,920	222,500	Alco	1926
U3h	NYC	7876-7885	25x28	52	185	52,920	222,500	Alco	1926
U3j	P&LE	9000-9024	25x28	52	190	54,350	230,400	Lima	1929
U3k	NYC	8000-8049	25x28	52	190	54,350	232,500	Lima	1937
U4a	IHB	100-102		58	200	74,460	294,000	Alco	1927
	CR&I					1,200	294,000		
U33	B&A	30-41	23x32	58	180	44,650	194,500	Alco	1917-18
U60	NYC	7200-7204, 7215	23x30	57	200	47,300	205,300	BG Shop	1917
		7217							
U60	NYC	7201, 7211, 7214.	23x30	57	200	47,300	212,500	BG Shop	1917-18
		7216, 7218, 7219							
U60	NYC	7205, 7206, 7209	23x30	57	180	42,600	205,300	BG Shop	1917
U60	NYC	7207, 7208, 7210	23x30	57	180	42,600	212,500	BG Shop	1917
U61	NYC	7220-7234	23x30	58	200	46,520	220,000	BG Shop	1919-22

Shay Type

NYC	7185-7189	12x12(3)	36	200	27,320	139,400	Lima	1923
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[In this digital version, the following corrections have been worked into the preceding pages, as appropriate.]

OWING to a change in our closing date, it was impossible for us to hold our third installment of the New York Central roster long enough to apply corrections sent to us by P. W. Kiefer, Chief Engineer of NYC Motive Power and Rolling Stock. The following changes in the listing should be made: *Atlantic Type*. Number 9204 was built in 1903. *Hudson Type*. J1c 5250-5264 were omitted. Their dimensions are the same as 5265-5274, except for weight (358,900.) J1d Class engines were built in 1929-30. J1e Number 5344 now has cylinders 23 $\frac{3}{4}$ x28, 250 pounds pressure and 42,480 pounds tractive effort, plus booster effort as stated. *Pacific Type*. Ke, K3a, K3b and K3c Class engines have been scrapped. K3c Class Number 60 weighs 276,000 pounds. K5 Class has 79-inch drivers. K11a Class engines were built in 1911 (1924 is the rebuild date.) K11b Class last number span should read 4500-4519. K14a Class engines were built in 1910. K14b, c and e Class engines were built in 1911 and 1912 (figures given are rebuild dates.) *Mohawk Type*. L2d Class have 25 $\frac{1}{2}$ x30 inch cylinders, exert 60,150 pounds tractive force, plus booster force as given.

Mr. Kiefer has kindly checked our fourth and last installment.

(Coming next month: The Atlanta, Birmingham & Coast)